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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

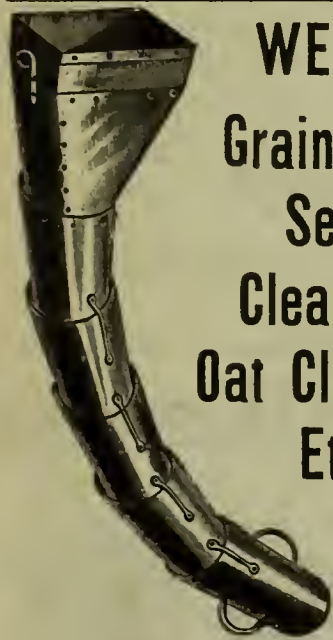
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VOL. XVIII.

CHICAGO, ILLINOIS, FEBRUARY 15, 1900.

No. 8.

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Oat Clippers,
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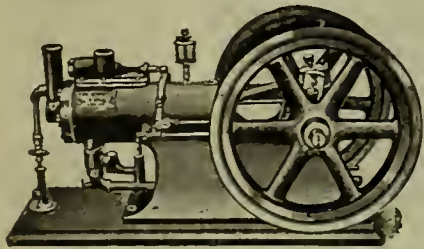
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For Grain
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For elevating and conveying grain and like commodities.

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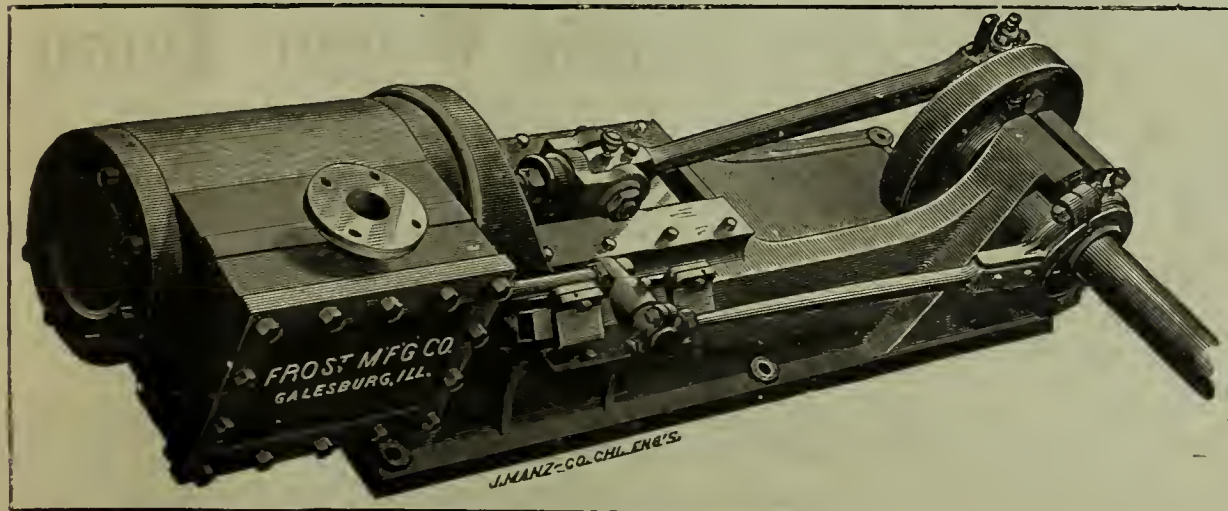
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**Elevator Machinery
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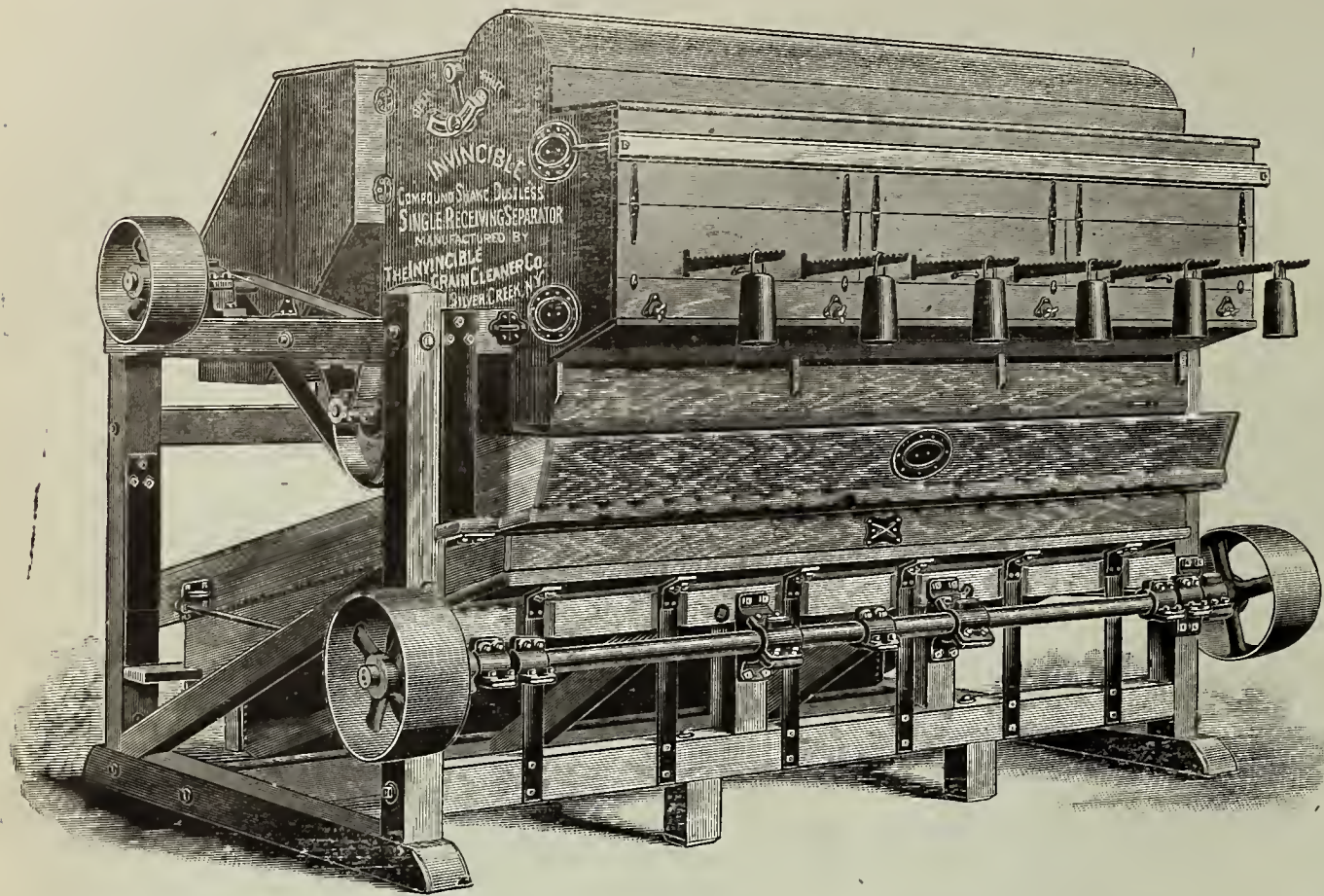
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Invincible Compound-Shake Dustless Receiving Separator



Latest AND Best Separator

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We are also the sole manufacturers of the celebrated

Needle Screen Gravity Separator

Which requires no power to operate and has been adopted by the leading handlers of grain.

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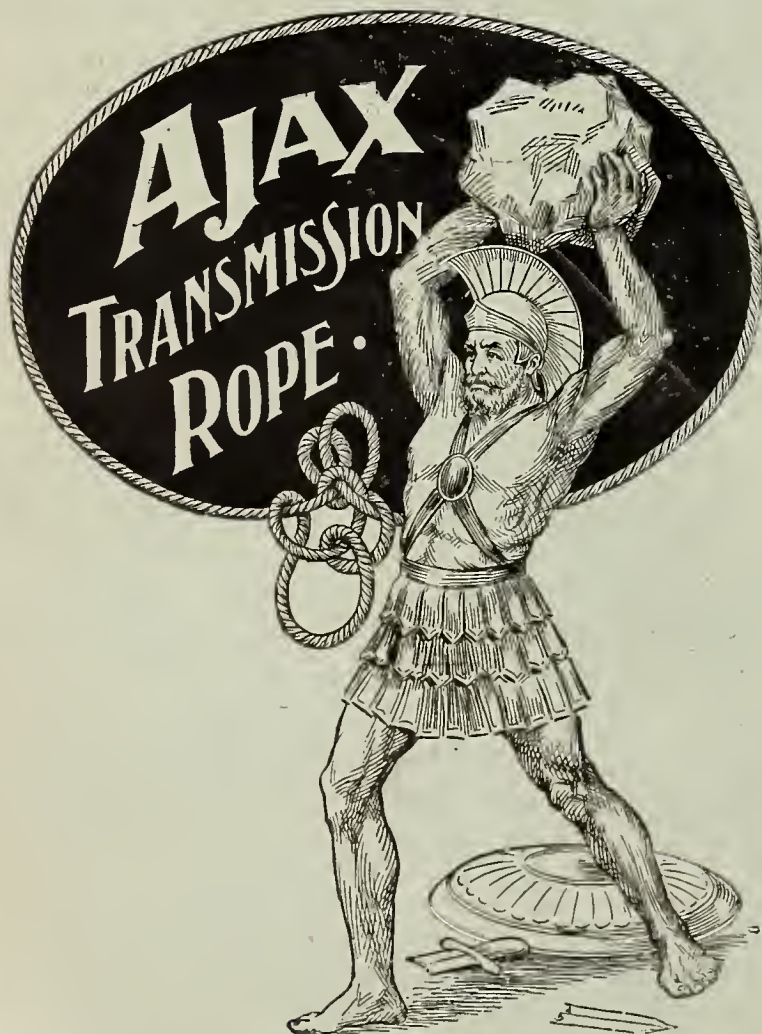
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SILVER CREEK, N. Y.

WE CAN FURNISH OUR

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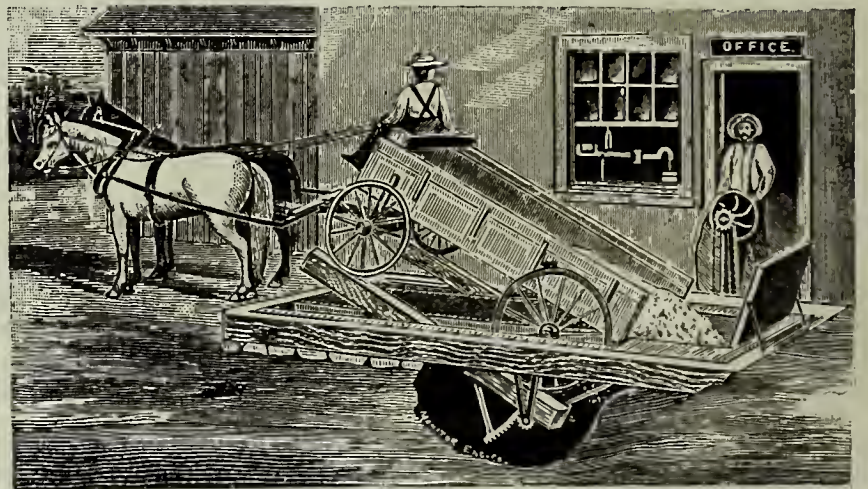
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

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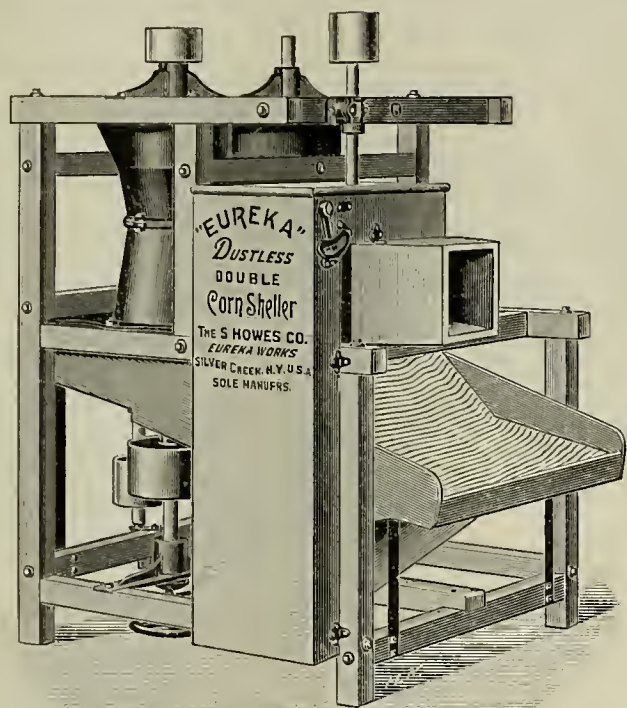
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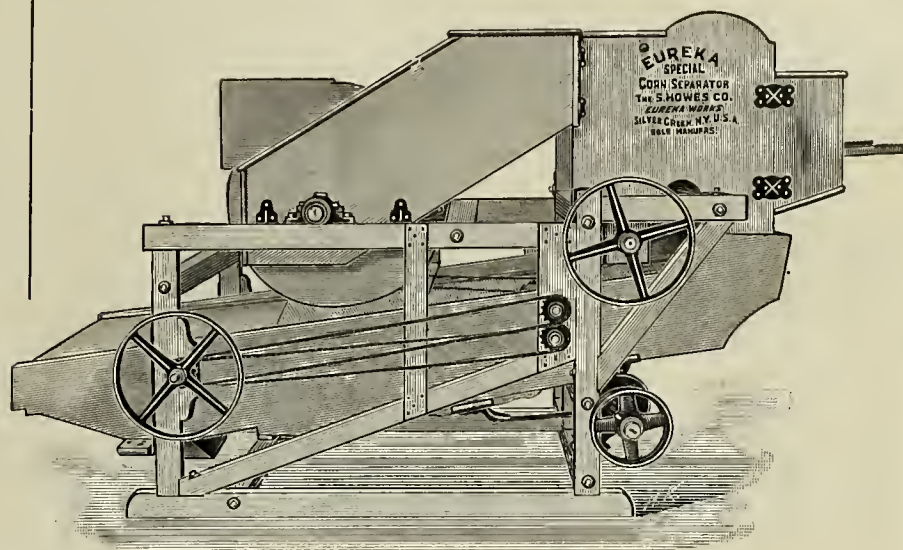
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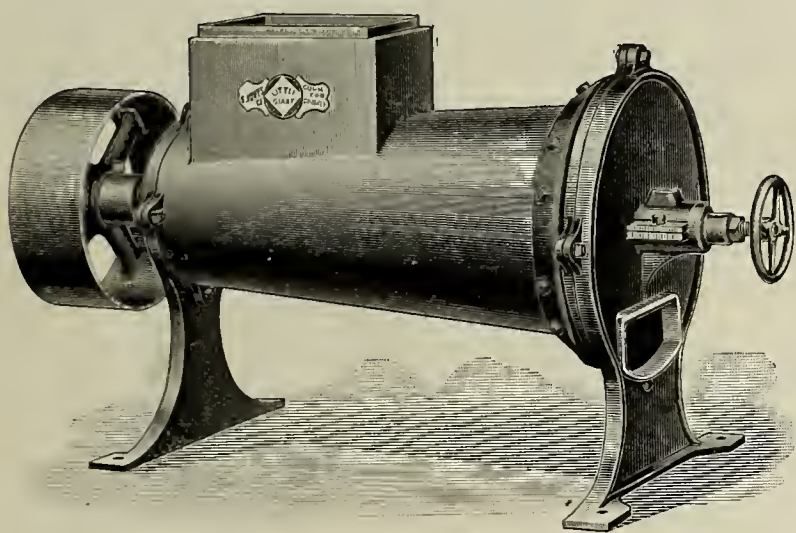
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Which is of large capacity, easy running, adjustable, and does perfect work.



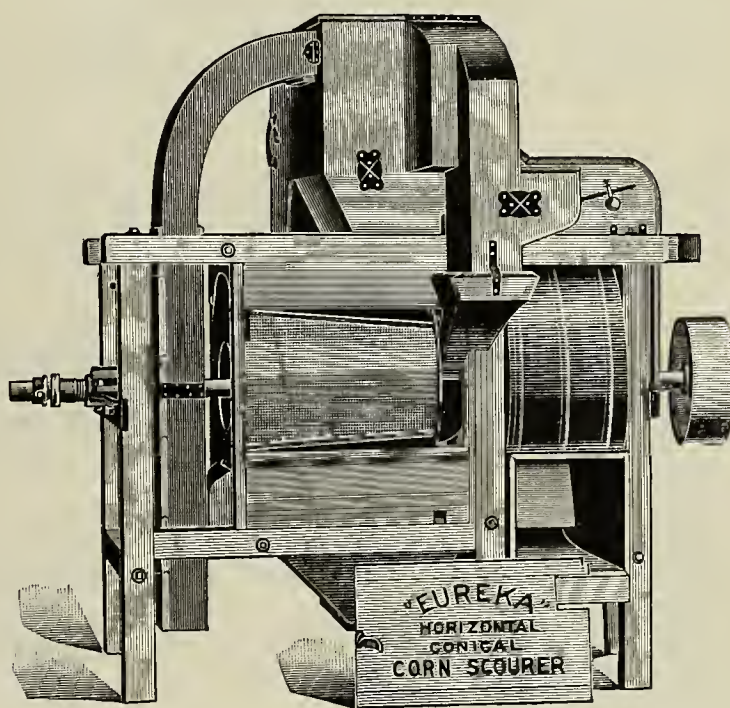
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Perfect separations. Dustless in operation.



THE LITTLE GIANT CORN COB CRUSHER

Beats them all. Small space, great durability, low price.



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Adjustable while in operation. Does not break or injure the corn and is a perfect cleaner.

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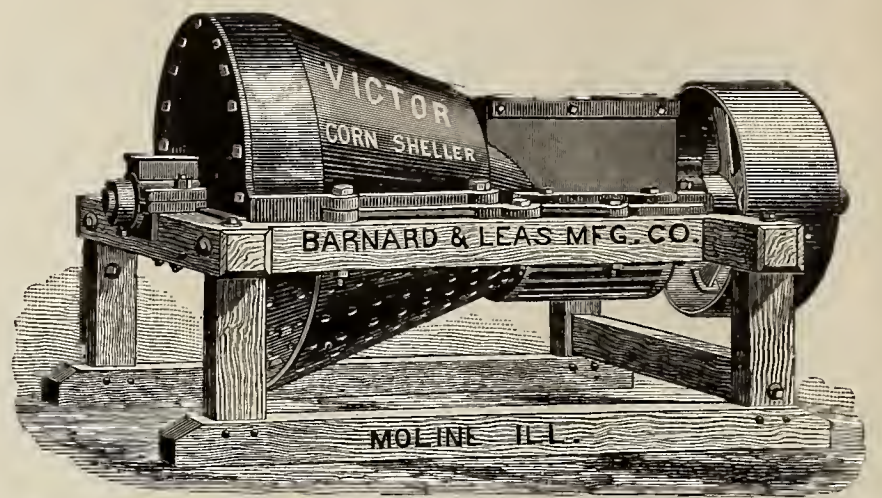
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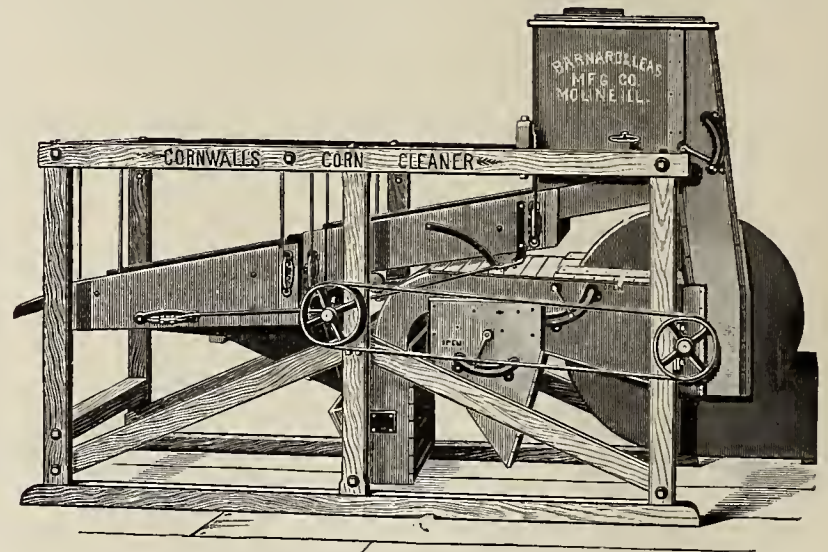
Thousands of them are in use and
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**The Victor
Corn Sheller**

Possesses
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Capacity,
Strength,
Durability.



**Cornwall's
Corn Cleaner**

Cleans corn cleaner with
one operation than any
other machine. It is dust-
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We manufacture the most complete line of Elevator and Warehouse Machinery, including The Little Victor Cleaner, The Little Victor Combined Sheller and Cleaner, The Victor Sheller and Cleaner Combined, Barnard's Improved Double Screen (also Single Screen) Dustless Corn Cleaner, also a complete line of Grain Separators, Scourers and Oat Clippers.

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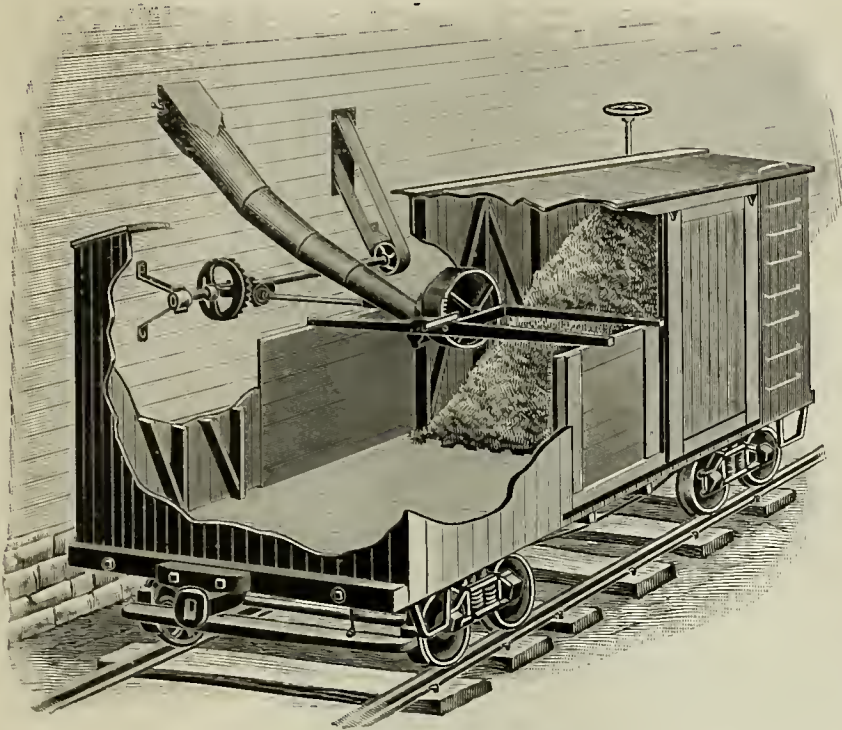
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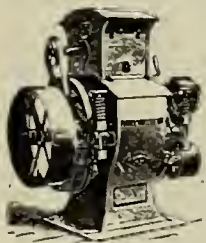
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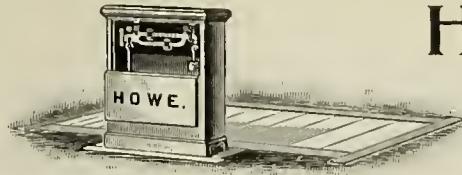
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Just the mill for elevators as they are simple to operate and have the largest capacity for power consumed of any mill on the market. Write for our catalogue and cut prices on this mill at once.

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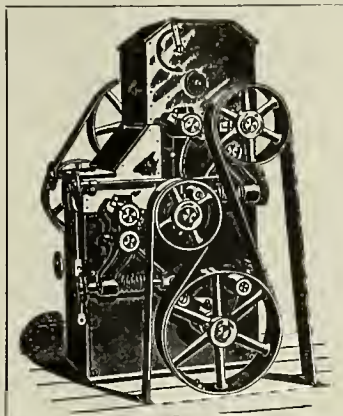
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IN SIXTY DAYS.
THAT IS WHAT

**NORTHWAY'S FOUR ROLLER CORN
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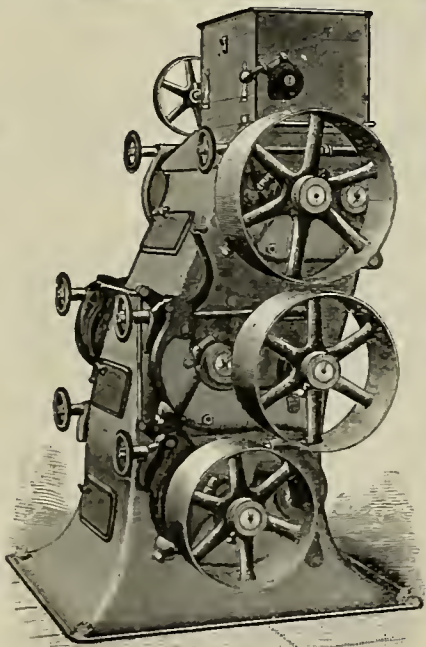
DOES.

Convenient adjustments, light running, rigid frame, force feeder. Guaranteed largest capacity for power consumed. It is the best.

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CUSTOM WORK!

UTILIZE YOUR POWER
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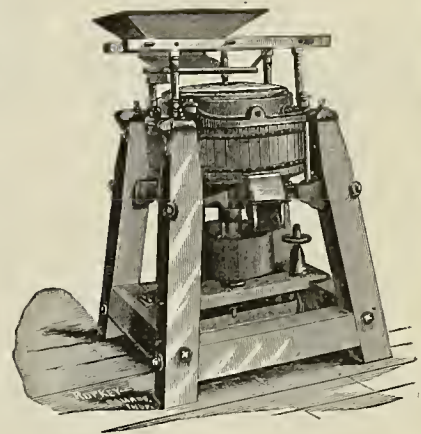
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PORTABLE FRENCH BUHR MILLS,

85 Sizes and Styles.

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**VERTICAL
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DUST COLLECTORS (Tubular. Automatic).

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

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AMERICAN SYSTEM OF ROPE DRIVING
FOR ALL KINDS OF MANUFACTURING
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OVER A MILLION
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THE ONLY
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ELECTRICAL JACK SHAFTS
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THERE ARE MORE

Paine-Ellis Grain Driers

In operation on this continent
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Because they are the only machines that will
handle with equal facility grain containing 50 per
cent moisture to that simply damp and musty.

These machines will operate successfully and
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Practical millers and elevator men will appreciate
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It is one thing to kiln dry and another to put
every kernel of grain into its normal condition
by Nature's own method. *We can do it.*

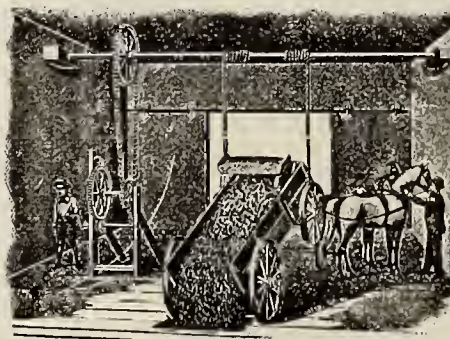
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The Paine-Ellis Grain Drier Co.,

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Automatic Warehouse and Elevator Machinery.



I have given the building of Warehouse and
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most complete, convenient and labor saving
machinery that can be constructed, and will
furnish plans and specifications on application
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The accompanying cut is an exact representa-
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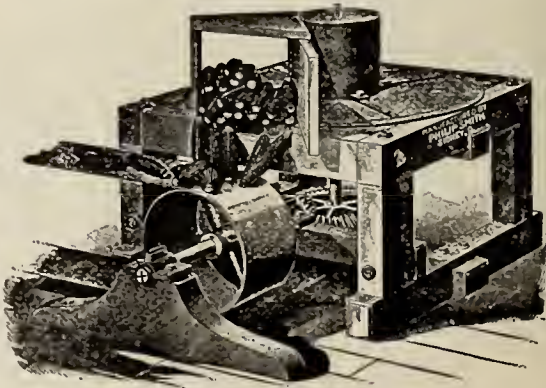
Latest Improved Overhead Dump

Which can be operated with ease, safety and
speed, and we think that you will find that this
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a double gear that it can be operated by a boy.

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Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump
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drag belt. Will feed 100 to 1,500 bushels
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by changing reverse board. It is made
of iron and is very durable. It will last
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over 5,000 of these machines in use that
are giving universal satisfaction.
Prices furnished on application.



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THE BIRD Open Blast Receiving Elevator Separators.

THESE machines are the product of great practical knowledge, together with unlimited experiment and inventive genius, which when combined with our *guarantee* make the purchaser certain of a machine that will give perfect satisfaction. The workmanship and materials used in its construction are of the very best, thus eliminating frequent repairs.

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Only 1-8 to 3 Horse Power Used. We build this machine in eight different sizes, capacities ranging from 50 to 2,500 bu. per hour.

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To be exactly as represented and to give perfect satisfaction.

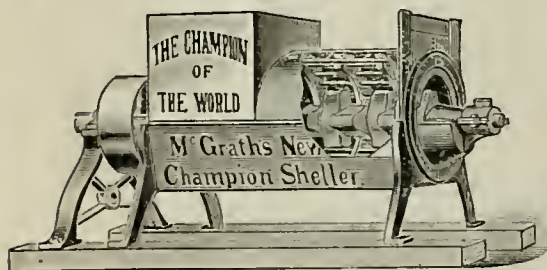
Some of our specialties: *Cleaning Wheat, Corn, Oats, Flax, Separating Wheat and Oats, Corn and Oats, Wheat and Flax.*

OUR SUCCOTASH MILL IS UNEQUALED.

Write for Circulars and Descriptions of our Different Machines.

INGLE MAN'F'G CO., Hoopeston, Ill.

CHAMPION OF THE WORLD CORN SHELLERS



Are the best for
Warehouse and
Elevator Use.

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Manufacturer and Jobber of

Engines, Boilers, Shafting, Pulleys and General Mill and Elevator Machinery and Supplies. WRITE FOR SPECIAL NET PRICES.



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Elevator or Mill
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Cleaning Machines,
Feed Mills,
Corn Shellers,
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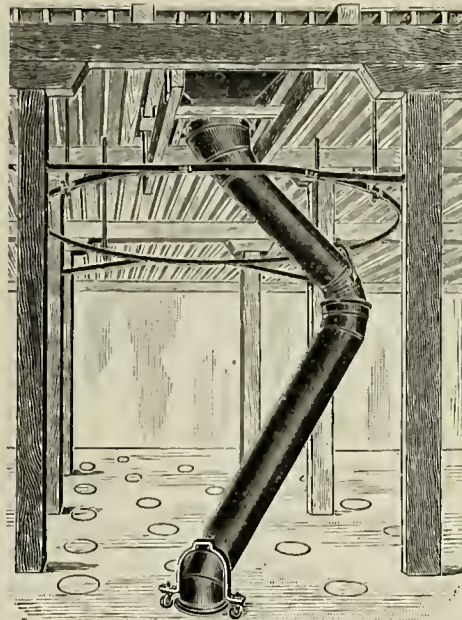
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GREAT WESTERN MANUFACTURING CO.

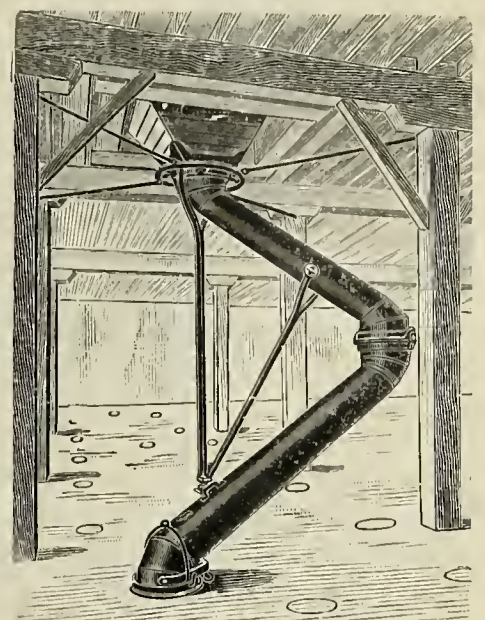
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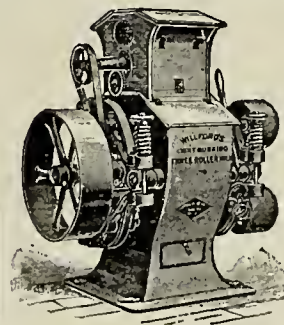
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Willford's Light-Running Three-Roller Mills



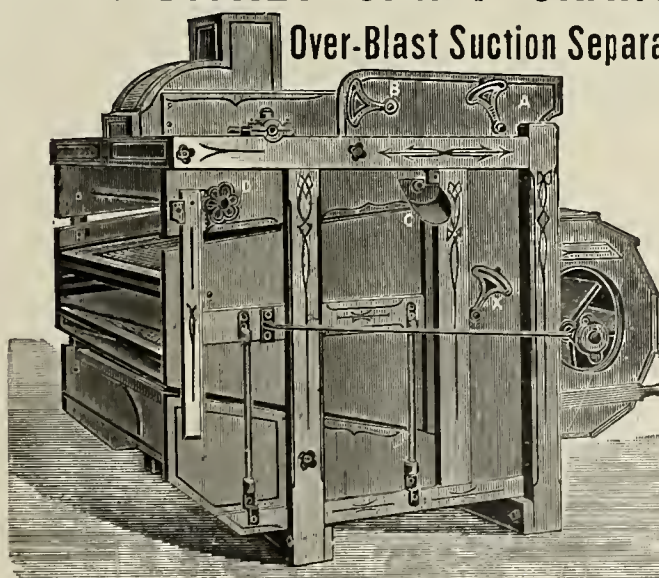
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IN ELEVATORS.....

Because they grind the most feed for the power consumed of any feed mill made; are simple, solid and durable and require very little attention.

Send for Circulars and Prices.

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THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE
STANDARD
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"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

The...Hess Pneumatic Grain Drier

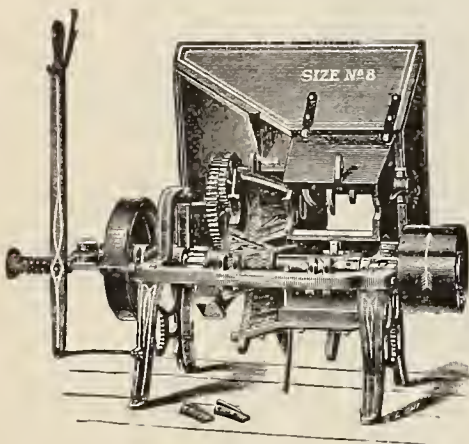
IS THE
ONLY DRIER

1. In which the grain is all in sight and "get-at-able" while drying and cooling.
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The Best All-Around Feed Mill



Highest Award World's Fair.

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For crushing ear corn and grinding all kinds of small grain. Different from all other mills. The conical burrs are light running and ahead of rolls or stones in speed and quality of work. Has self-feeder for ear corn and every convenience belonging to a first-class modern feed mill. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p. Improved for this season.

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IT'S WORTH EXAMINING.

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Hall Grain Distributor

AND OVERFLOW INDICATOR

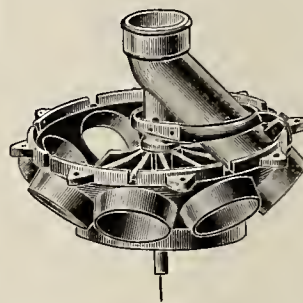
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The "Perfection" has an improved Automatic Valve, which compels perfect protection and ventilation. Thousands in use. Nickel plated protector postpaid, \$1. Cir. free.

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Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted.



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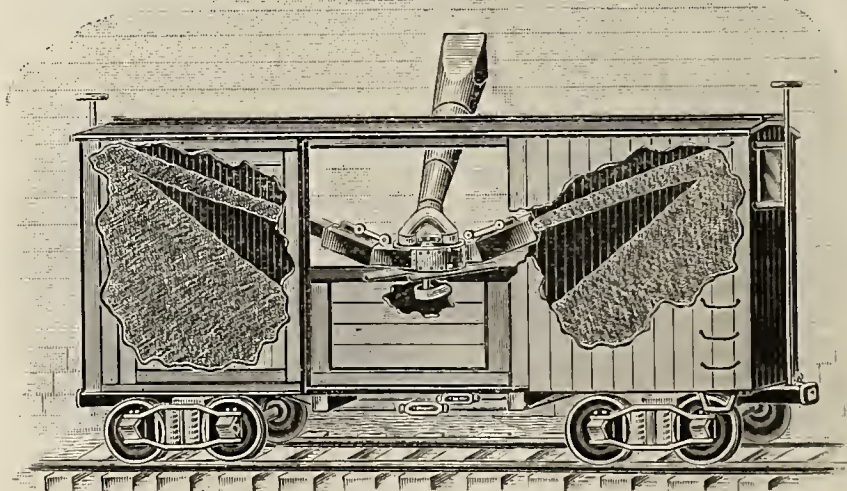
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THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

Write for full particulars, prices and terms to

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PATENT APPLIED FOR.

WHAT IT WILL DO:

- Loads both ends of car at the same time.
- Loads a car in twenty minutes.
- Saves you its cost in 60 days. Scours and brightens the grain.
- Cools grain that is beginning to heat.
- Loads more grain in car than can be done by a man with a scoop.
- Owing to its peculiar and novel construction it will not crack the grain.
- It is impossible to have a choke-up.
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MADE IN TWO SIZES; SPECIAL SIZES MADE TO ORDER.

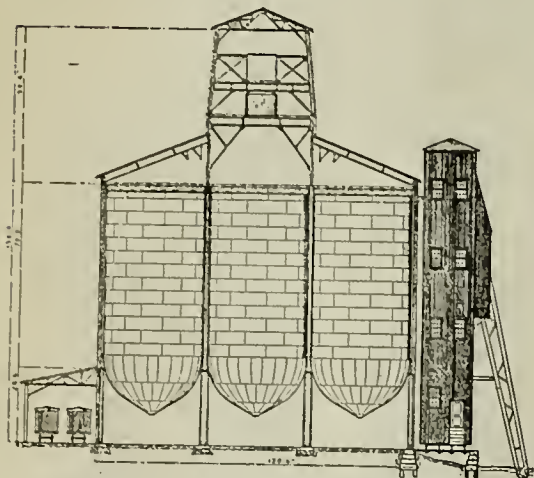
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MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
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Every Description,

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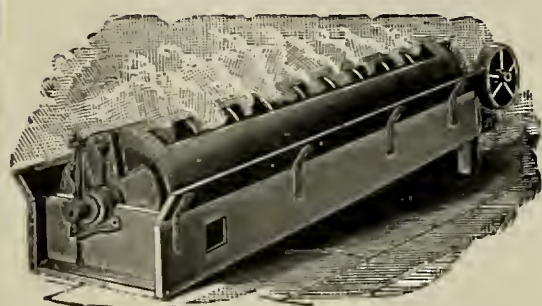
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DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



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STEAM DRYER,

Which is also a successful
Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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Not an Experiment. In successful use 25 years drying

**CORN MEAL AND HOMINY,
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ALL CEREAL PRODUCTS.**

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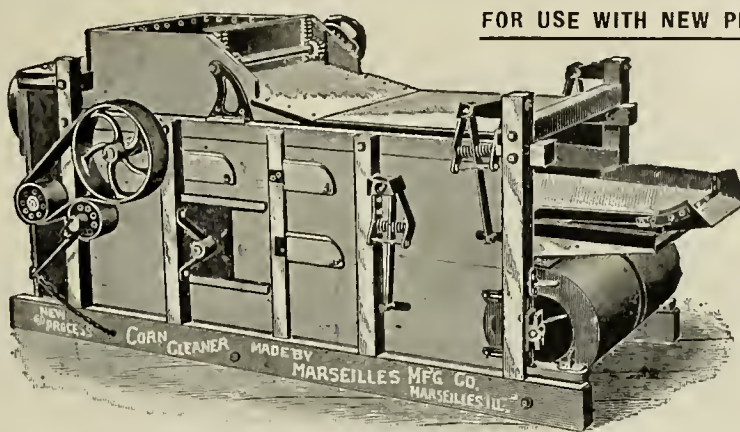
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Made in Three
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The Corn Belt is a winner and up-to-date in every respect, and you ought to see it grind.
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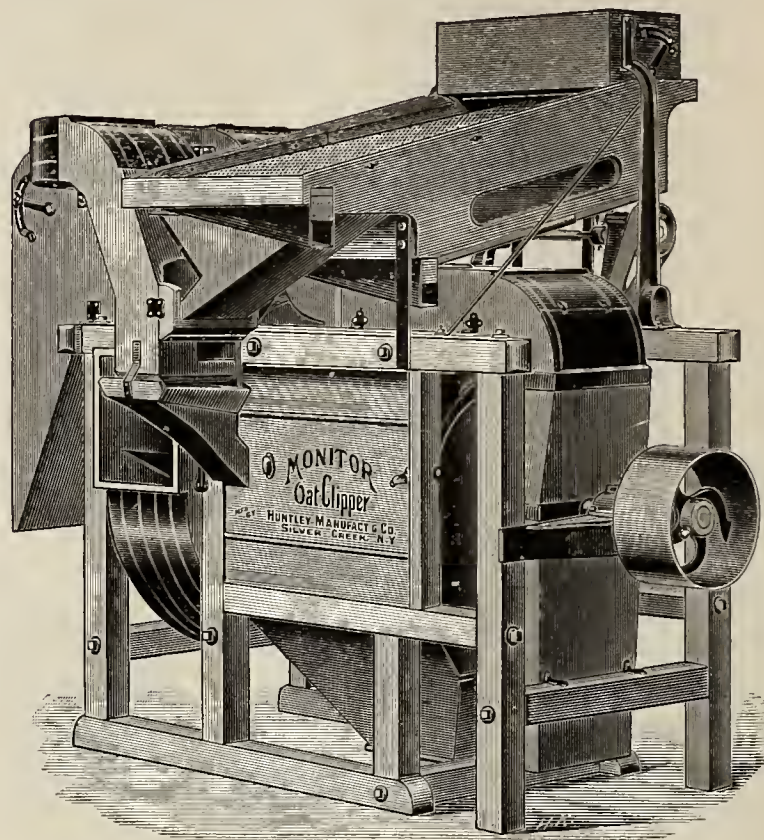
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The difference between other good clippers and the Monitors is the difference between good and best.

It is fair presumptive evidence as to the superiority of the Monitors when it can be legitimately stated that 95 per cent of all the prominent elevators are using them.

Monitors clip to maximum of weight, with minimum of shrinkage.

We cover the ground, when we state that the Monitor Oat Clippers are modern in every detail, built for, and offered to modern elevator operators.

Monitor Grain Cleaners

Are so well and favorably known that comment is unnecessary. Sufficient to say: They clean grain well, clean it economically—clean it to any desired point.

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Are conceded by experts in the line to be the only high grade machine for elevator work.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XVIII.

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No. 8.

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SINGLE COPY, TEN CENTS.

ADY'S DENVER WAREHOUSE.

Colorado's fame for minerals, mountains, melons and climate has so overshadowed her various other attractions that the world has to be repeatedly reminded that the Centennial State is coming to be of no mean importance as a grain producer—of wheat in particular. Some of her valleys are remarkably fertile, and the wheat grown there is becoming very popular with southwestern millers for mixing with the hard wheats of Kansas; so that the grain business at Denver and in some of the southern valley towns is assuming interesting proportions.

In Denver, which is not, however, wanting in regular elevators, the business is rather of a composite character as compared with the "grain business" of the typical terminal in the Central Mississippi Valley, partaking as it does of both a wholesale and a retail character, as well as dipping into the flour, feed and produce lines. Such a business has its attractions, aside from its profitable character in a good market; and we are sure, therefore, the illustrations of the new warehouse of G.

E. Ady, wholesale grain dealer, 1620 Nineteenth Street, Denver, shown herewith, will be found of interest as one of the best constructed and most complete establishments of the kind in Colorado.

The building is noteworthy in the respect, not usual with grain elevators or warehouses, that it is located on one of the principal streets of Denver and more accessible to all parts of the city than any other similar business house there. The house is 230 feet long and 40 feet wide. It is only one story high above the ground, but it has a finished basement under the entire building. The storage capacity of the house is about 15,000 bushels of bulk grain and 200 cars of sacked grain and hay, not to mention room devoted exclusively to the handling

of potatoes and produce. One of our interior views shows the admirable character of the storage space devoted to sacked grain and potatoes.

The other interior view shows the machinery for handling, cleaning and grinding grain. This machinery is all driven by a 30-horse power electric motor, taking its power current from the wires of the Denver Consolidated Electric Power and Light Company, which furnishes light and power for city consumers.

Another department is devoted to horse, cattle and

THE ONTARIO GRAIN OUTLET.

A correspondent of the Toronto Globe complains that the Canadian railways are discriminating in the matter of grain rates against the grain growers of the province of Ontario. He says that they carry Manitoba and American grain through the province at one-half the rate they carry local grain, and he asks for an interpretation of the law that permits the railways to discriminate against individuals or localities. He also calls on

the local government to issue an injunction to prevent the railways from so discriminating and asks the Dominion government to appoint railway commissioners to see that the province of Ontario gets the full benefit of her geographical position as to rates.

One cause of this complaint is that the taxpayers of Canada have been called upon time and again to provide new railway facilities from Manitoba to the eastern ports and have done so cheerfully, only to find that they have been building up their western farm interests at the expense of their eastern farmers.

An instance in point is given in the fact that last spring the export rate on grain opened at eighteen cents and fell to eight cents from Chicago to the seaboard, while the Ontario rate remained at fifteen and one-half cents to Portland. As a result of this policy Ontario farms are said to have shrunk to one-third their former value.

The writer further suggests that Ontario grain growers will naturally find the most profitable outlet for their crops through Buffalo and New York, especially since their grain is harvested late in the season and in the fact that New York is nearer than Portland and is superior to Montreal, in that it is an open winter port and a higher market.



EXTERIOR VIEW OF G. E. ADY'S GRAIN WAREHOUSE AT DENVER, COLORADO.

poultry foods and the commoner proprietary remedies for stock. This department has its own sales or sample room. A bright and cheerful office, with its windows looking out on the street, completes the appointments of what many grain dealers farther east, located at the edge or in one corner of town, on a switch, with a landscape of unpainted cribs and freight sheds forever in their eyes, would consider ideal.

Aside from a large city trade Mr. Ady last year handled over half a million bushels of Colorado wheat, which he sent to millers in other states; and he adds that, "The only trouble we have had in business has been in securing sufficient grain to meet the demands of our trade."

THE SMALL SHIPPERS' APPEAL.

The "small" grain shippers of Chicago are making a fight for their rights to equal freight rates with the big shippers. Although rates have been "restored" at least once a month since—"any old time"—say October or November last, there has been circumstantial evidence of cuts in favor of the big men quite as regularly and as frequently. Offerings of grain in New York and Boston at one to two cents under Chicago prices with the freight charged the "small" buyers added seem to mean something, and the complaining shippers think they mean cut rates to the favorites. Another cause of complaint is the fact that the Fort Wayne, Michigan Southern and Wabash roads compel shippers to transfer grain through elevators owned by other shippers. They hold that the railroads should operate their own transfers and so treat all shippers alike. As it is, some grain is transferred without charge, thus handicapping the shipper who is required to pay for the transfer.

These and other facts were brought by a committee of shippers to the attention of Interstate Commerce Commissioners Fifer and Youmans at Chicago on February 5, who have the subject matter

have power to inspect all railroad billing and prevent all kinds of discriminations."

The committee seem to have more faith in the power of the Board's rules to correct at present the discrimination than they have in the law in its present form, but the committee desires to go to the full extent practicable in order to secure relief, and therefore, closed its argument before the directors, by saying:

"We do not intend this movement to begin and end at Chicago. It is the earnest desire of our committee that you instruct your secretary to ask the officials of all the exchanges in our country to co-operate with us. We believe that a united effort on the part of our board of directors and our committee, supported and aided by the Interstate Commerce Commissioners, will have such a salutary effect upon other exchanges that they will readily join us."

ALBANY AS A GRAIN CENTER.

Thirty-five years ago Albany, N. Y., was an important grain shipping point and large elevators were operated there on the river front. It was the custom in those days to bring grain to Albany

GRAIN SAMPLES DECISION.

Judge Dibell, of the U. S. District Court at Duluth, on January 14, handed down a decision in the mandamus case of Mrs. W. W. Routh, representing the Duluth Children's Home Society, against the Minnesota Railroad and Warehouse Commission. Mrs. Routh sought by a legal order requiring the state inspectors' grain samples to be turned over to the home mentioned. The arguments in the case were fully referred to in this paper on page 302, January number.

While the court refused the mandamus order, he decided in favor of the Home Society as to its title to the part of the samples that it has received permission to use. If it were not for the impossibility of picking these out the decision would be for the Society, because he does not hold with the department that the state acquires title to the samples when they are taken for the uses of inspection. The Society has not received the permission of all of the owners and consignees to use the samples, and as it is impossible to separate the samples that they have permission to use from those that they have not permission to use, he declines to grant the writ.



RECEIVING AND SHIPPING DEPARTMENT.



CLEANING AND GRINDING DEPARTMENT.

G. E. ADY'S DENVER WAREHOUSE.

under consideration. On February 6, the committee, with John S. Carpenter as chairman, appeared before the Board of Trade directors with arguments to support a petition that the directors recommend to the Board the adoption of a new rule providing that:

"It shall be deemed unmerchandiseable conduct and punishable as such for a member of the association to make himself a party to any transaction in which a violation of the interstate commerce law is contemplated or involved."

Accompanying this petition the committee offered the following other resolutions, with a preamble reciting that the railroad companies are administered in the interests of the few, rather than of the public; that the leading lines of business are threatened with absolute control by combinations which arise from this condition, and that the interstate commerce law furnishes insufficient protection:

"Resolved, That it is the opinion and desire of the undersigned that immediate effort be made to prevent said favoritism, partiality or discrimination, to the end that present abuses may be corrected, by demanding additional congressional and legislative action;

"That all railroad transfer elevators or public transfer houses should be the property of, controlled by and wholly managed by the railroad companies at interest, and not controlled or managed by or be the property of individuals or corporations;

"That it would result in great benefit to the trade at large if the Interstate Commerce Commission would locate a representative in Chicago who would

by canal boat and transfer from boat to barge there, and the activity in the grain market made Albany locally famous as an intermediate storage point. Many prosperous business houses lined the elevator piers and an air of activity and prosperity prevailed, which is no longer in evidence in the grain industry at Albany. The elevators have fallen into decay; the canal boats carry their loads through to New York, and the bulk of the grain is shipped by railroad direct from western elevators to the seaboard. In other words, Albany is no longer a terminal.

Even now, however, citizens of Albany profess to believe that the prestige of that city in the grain business can be restored. The Hudson River has been dredged to provide a thirteen-foot channel from New York to Albany. This allows tramp steamers of large size to reach Albany from New York, and will permit of lower freight rates from Albany to near-by seaports than by rail. Whether the enterprise of local capital will avail as against the railroad influences remains to be seen, but it appears to be another instance of a city's grain trade diverted by through lines of railway which no longer make it a terminal point.

The wheat receipts in Seattle for the first five months of the season of delivery of the 1899 crop were lighter than during any one of several preceding years. They amounted to 1,125,600 bushels, as against 1,409,100 bushels for the same time in 1898 and 1,283,800 bushels during the same five months of 1897.

The court further finds that in making the inspection of grain it is necessary to take samples from the cars arriving at inspection points, and that after the samples have served their purpose they are dumped into a common receptacle and sold. The proceeds are now being turned into the grain inspection fund, out of which the expenses of inspection are paid. Part of the grain is shipped to Duluth by the owners for sale on commission, and in the case of some of it the shippers are also the consignees. The department in making its inspection has no occasion or necessity of determining to whom the cars from which samples are taken belong, and while it can trace the samples back to the cars from which they came they cannot trace them to their several owners, having no record of such ownership.

Some of these parties, it is found, have transferred to the Home Society their title to the samples, and have asked the department to turn them over to the Society. These parties include a majority of the people handling grain at Duluth, both in number and magnitude of business handled. Some shippers are not included, however; and this seems to be the deciding point in the case. In a memorandum accompanying the findings, Judge Dibell says in part:

"It is claimed by the department that the title to the samples is in the state as an incident to the right and duty of inspection, but no authorities to show this are submitted. The Society claims that the samples are subject to the disposition of the consignees and owners of the grain from which the

samples are taken. In the absence of authorities, I am inclined to accept this latter view of the matter, providing the samples could be disposed of by the owners in such a manner as not to result in material additional labor on the part of the department. Conceding all the claims of the Society, the writ should not issue. The Society has acquired the right to the samples from most of the owners, but not from all of them. It has demanded the samples, but it has not identified those to which it is entitled, nor has it provided the department with any means of so doing. The burden of determining the ownership of the samples cannot be cast on the department.

"The writ of mandamus should not be granted except to enforce a right that is clear, and this is especially true when, as in this case, the respondents are officers of an important department of the state government, the maintenance of the efficiency of which is of great public importance."

CROWLEY RICE EXCHANGE.

The Crowley Rice Exchange has been organized at Crowley, La., and Edmond Marchesseau has been put in charge of the offices. Speaking of the aims of the Association, Mr. Marchesseau recently said to a representative of the Crowley Signal:

"This Association's idea is not to secure a fictitious or unreal figure for rices, but to bring them nearer to their natural value. There are too many low grades, and the Association hopes also to be able to reduce these differences in a measure. So long as every mill was on its own bottom and fighting for trade there was sure to be slaughtering of prices. This being the case dealers had no confidence in the value of rice and would not buy. It will be the great aim of the Association to establish a uniform value for the different grades of rice, among all the mills. When the mills establish this uniform value they help the farmer directly and themselves indirectly. If the prices to be obtained are such that the planter can make money, then there will be a large cultivation of rice; this must be milled and here is where the mills receive their benefit."

A SHORTER CANADIAN GRAIN ROUTE.

The new grain route proposed by Hon. J. Israel Tarte, Canadian Minister of Public Works, would shorten the distance from Fort William to Montreal over 400 miles, as compared with the all-lake and St. Lawrence route, and 180 miles as compared with the Canada Atlantic route via Parry Sound. It is proposed to improve the French River from its mouth on Georgian Bay to Lake Nipissing, a distance of about fifty miles. This river is now navigable for a portion of the distance, but it will have to be dredged and two locks must be built in order to enable boats drawing eighteen feet to reach Lake Nipissing.

At the eastern end of this lake is North Bay, at which point terminal facilities will be provided by the Canadian Pacific Railroad. Their own fleet will carry the grain from Fort William to North Bay, a distance of 650 miles. From North Bay to Montreal is 360 miles. The Canadian Pacific Railway now spans that distance, but has a single track only from North Bay to Carleton Place. This track must be doubled at considerable expense, in order to make the scheme effective. This the company is ready to do, and the undertaking apparently depends entirely on the government's willingness to incur the expense of improving French River. Unless unexpected opposition develops the work may be in progress during the coming summer.

The Canadian Pacific Company is said to have secured an option on twenty acres of lake front at De Cheney Creek, one mile west of the town of North Bay, on which they propose to erect three elevators, which will rival in size their large grain houses at Fort William. They will also put on a fleet of six or more lake steamers to ply between the Lake Superior ports and North Bay. The route of these steamers will be north of the Great Manitoulin Island, instead of to the south, as is the

case with the Canada Atlantic and other grain-carrying fleets. It is estimated that the opening of this route would result in the diversion of 25,000,000 bushels or more of Canadian grain that now goes to the seaboard via Buffalo, and that much Chicago grain also would be shipped via Lake Nipissing and the Canadian Pacific Railway.

WILLIAM N. ECKHARDT.

William N. Eckhardt, who, at the late annual election of the Chicago Board of Trade Association, was elected vice-president of that body, is a native of Chicago and a typical successful Chicago-bred business man. Some men are the products of opportunity, which seems to lie in wait to shower success upon its elect; but more men win success by making, not waiting for, opportunity. Mr. Eckhardt is of the latter class. Born of German parentage in Chicago on July 26, 1859, he received the education Chicago's public schools then had to give a boy between the ages of six and fifteen, and then, at the latter age, he began his real education as a messenger boy for the grain receiving firm of Pope & Davis, composed of William J. Pope and Richard L. Davis. From this starting point Mr. Eckhardt



WILLIAM N. ECKHARDT.

has worked his way to his present position as secretary and treasurer of the Pope & Eckhardt Co.

For about a quarter of a century, therefore, he has been in direct and familiar connection with the cash receiving business on the Board, and it is the secret of his success that no one in the entire trade is in closer touch with this branch of the business of this market than he.

As a member of the Board, he is both popular and respected—a man whose well recognized business ability has been several times called into the service of the Board Association, on the directory of which he served in the years 1896, '97 and '98, as member of several important committees. He has also been an officer and active member of the Chicago Receivers' and Shippers' Association.

Although Mr. Eckhardt has always given close attention to his business, he has still found time to devote to recreation. He is a familiar figure in social circles of the West Side, where his home is, and as a club man he is secretary of the Nippersink Club, which has a handsome club house on Nippersink Lake, in the famous lake district of McHenry and Lake counties of Illinois, where so many citizens and business men of Chicago now spend their summers and renew the physical man by rational out-of-doors sports and recreation, and among the regular habitues of the club grounds and neighborhood no one is more deservedly popular than Mr. Eckhardt. And this is no small tribute to an estimable personal character.

Pensacola in 1899 exported 1,200,000 bushels of grain and 64,390 barrels of flour.

MISSOURI GRAIN INSPECTION.

The annual report of the Missouri Board of Railway and Warehouse Commissioners, covering the operations of the inspection department for 1899, was filed January 23. It shows that the following number of cars of grain of all kinds were inspected on arrival at St. Louis, Kansas City and St. Joseph during the year:

| | |
|-------------------|--------|
| St. Louis | 24,655 |
| Kansas City | 18,493 |
| St. Joseph | 1,814 |
| Total | 44,962 |

There were also inspected on arrival at St. Louis 181,922 sacks of grain of all kinds.

In 1897 there were inspected on arrival at the three cities named 63,102 cars; in 1898, 52,298; in 1899, 44,962 cars, showing a net decrease of 6,350 cars compared with 1898, and of 18,140 cars compared with 1897.

In 1899 the receipts of grain in the warehouses of St. Louis were 7,509,869 bushels; in 1898, the receipts were 9,626,930 bushels, a decrease for last year of 2,117,070 bushels.

The shipment of grain of all kinds from the St. Louis warehouses in 1899 was 6,862,723 bushels; in 1898 the shipments were 13,505,039 bushels, showing a decrease for last year of 6,642,316 bushels.

The financial part of the report shows that on January 1, 1899, the State Grain Department had a balance on hand of \$11,684.17, and the fees from weighing and inspection during the year were \$29,343.68. The payrolls for the year footed up \$33,364.04, and office and contingent expenses \$5,069.77, leaving a balance on hand, January 1, 1900, of \$2,594.04.

NEW YORK WAREHOUSE TRUST.

The Brooklyn Wharf and Warehouse Company, commonly called the New York Warehouse Trust, passed its semi-annual interest payment of \$437,500 on its \$17,500,000 of 5 per cent mortgage bonds, due February 1, and the Company will be reorganized. The default of interest had been anticipated by the bondholders, and a bondholders' committee was appointed with Frederick P. Olcott as chairman to look after their interests. Foreclosure proceedings were begun on February 2, in the Supreme Court of New York, on a specific demand for the payment of 3,250 interest coupons, amounting to \$81,250. Both parties agreed to a receivership, and had asked the court to appoint former Mayor Hugh J. Grant as receiver. The court granted the motion for a receiver, but appointed John F. Carroll, a leader in Tammany, instead. This was too, too much, and by rapid skirmishing the Company and the bondholders fixed up an agreement to dismiss the entire proceeding, and by getting in their motion before the receiver could qualify they secured a dismissal of the proceedings. By a subsequent agreement of the parties, it was decided to let the United States Mortgage and Trust Company, as trustee and mortgagee, take full possession of the property, as it has a right to do under the terms of the mortgage bonds.

The Brooklyn Wharf and Warehouse Company has twenty-eight grain elevators and warehouses and wharves running from a curve in the Erie Basin to two piers beyond Brooklyn Bridge. At one time its bonds were sold at a price above par, but of late, while its stock has been unmarketable, the bonds have been listed on 'Change at about 70, only. Commercial reasons, easily understood, have been responsible for the downfall of the Company. Although, from an inspection of the work along the Brooklyn water front, it would seem that the company's force has been busy enough, it is a fact, however, that the business has not been nearly so remunerative as heretofore. The passage of the grain trade from the port of New York is one of the principal causes, but it is not the sole reason.

"The shift in the grain trade," said a director in the Company, "hurt us severely and there is no telling whether the present conditions will continue or not. It is the opinion of the company that they will not prove permanent. There are other phases of the subject, however, beside that relating to

grain. Of these one of the most important involves the increased tonnage of the vessels which enter the port of New York. Their length and draft have grown greater rapidly during the last few years and the piers of the Warehouse Company were not of sufficient size to accommodate them. This of course was a source of loss to us. It was the intention of the Company to lengthen the piers and to make such other improvements along the water front as might better the facilities of the stores and this, doubtless, will be done after the reorganization is effected. Money spent in increasing the capacity of the Company's frontage, so as to bring it up to the requirements of the largest steamers, cannot fail to thoroughly justify itself, beside increasing the earning capacity of the Company as well."

As to the detailed plans of reorganization, we have no information at this time.

WHY ELEVATOR MACHINERY COSTS MORE THAN FORMERLY.

BY W. W. STEPHENS.

The year 1899 was one of great surprises and unexpected developments in the iron and steel market. At the beginning of the year no one would have dared to prophesy such activity in the demand, such advances in prices and such an increase in producing capacity, as was witnessed during the year. The interest of the elevator operator in the iron market is most natural, owing to the fact that the grain of this country is almost entirely handled by machinery through all of the different processes of planting, cultivating, harvesting, transporting, storing and manufacturing into the finished product.

This interest is not alone confined to the builders of large elevators, but extends to the farmer and the operator of the small country elevator as well. This increase in the cost of all kinds of machinery and supplies of like character means a corresponding increase in the first cost and maintenance of the elevator; and it behooves every live elevator owner to see just what these advances have added to his operating expense. The average grain merchant knows that prices of machinery have advanced, but just what causes have led to these advances and what per cent prices have risen he is not familiar with.

One great feature of the year has been the combination and consolidation of the large producers of the raw, semi-finished and finished products. The ore, pig-iron, bars, plates (especially the heavy gauges) of this country are now practically in the control of half a dozen gigantic corporations whose relations are not unfriendly with each other and who have been able to advance prices to a much higher point than would have been possible under the same conditions as obtained in previous years, before these trusts and great combinations had sprung into existence. The combining of a number of different plants into one has put the "price-making power" in the hands of one management, while heretofore there had been keen competition among the different plants, that are now represented by one management only.

The increase in our exports of manufactured products has also been an important factor in the advance of prices. Our exports of manufactured articles in 1899 were about \$350,000,000, out of total exports of more than \$2,000,000,000, and of these \$105,000,000 were of iron and steel products, a gain of over 450 per cent in ten years. The demand in foreign countries for "American machinery" was never so great as it is now, and there is every prospect that this demand will continually increase on account of the fact that American manufacturers have specialized along certain lines of manufacture and not followed the example of most European shops, where many different lines are made by one manufacturer.

As an example, take the Corliss engine. We are to-day making more and better engines than any other country, and because of our superior methods of manufacture are able to secure this foreign trade in competition with manufacturers of any

country on earth, both in price and excellence of design, quality of workmanship, material and finish. This same rule applies to almost everything the American manufacturer produces in the iron and steel line, from barbed wire and nails to sewing machines, bicycles and watches.

Another cause for advance in prices has been the exceptional domestic trade. The heavy purchases by the railroads, the purchases by the United States government for the navy, the great demand by the manufacturers of agricultural implements, boiler makers, and engine builders, together with the enormous consumption of iron by the builders of machine tools, mill and mining machinery, elevating and conveying machinery, etc.—all these and many others have each taken more than their usual requirements of pig-iron and steel, thus keeping the visible supply of ore and pig-iron low, and, according to natural law, making the prices higher. The entire producing capacity of the country has been taxed to the limit; many new furnaces have been erected; manufacturing plants have been increased; night gangs put into machine shops, and still the demand could not be supplied in accordance with the desires of purchasers. The price of pig-iron has advanced from 150 to 200 per cent, steel plates 250 per cent, bars 250 per cent, iron pipe about 150 per cent, and corresponding advances have taken place in beams, billets, rails, etc.

The advance in prices of manufactured products has not been so marked on account of the fact that the labor expense that enters into the finished article has increased but 15 to 25 per cent, and also because there is real and genuine competition among the manufacturers of the finished product, while in the raw material and semi-finished product there is very limited competition. In other words, because the ordinary manufacturer is not fortunate enough to be a part of a trust, he must be content with a smaller percentage of profit than the combination or trust. The advances in the prices of grain elevator machinery have been as follows: Shafting (on account of advance in bars), 100 per cent; iron pulleys, 33 1-3 per cent; hangers, bearings, couplings, collars, etc., 25 to 35 per cent; rubber belting, 15 per cent; leather belting, 20 per cent; cleaning machinery, corn shellers, etc., 20 to 35 per cent; conveyors, elevators and other elevating and conveying appliances, 25 to 60 per cent; boilers and steel plate work, 50 to 75 per cent; engines, 50 per cent, etc. It will thus be seen that the advance in cost of finished products has not been in the same proportion as the advance in raw material. These advances, however, add to the cost of building, and as a simple business proposition, the grain man must count this cost in his calculations in building and maintenance.

The question is often asked now: "Is not the market inflated, and will not prices be lower soon?" We can only answer this in the Yankee fashion by asking another: Was not the market during the years 1894 to 1898 unduly depressed? For many years it has been the opinion of many sound business men that our producing facilities are greater than our domestic requirements, and the result has been that the manufacturer has been seeking an outlet through the export trade, with the results as already shown. This export trade is surely going to increase, while the domestic demand will doubtless keep up strong for the coming year, provided the "free silver" agitation that paralyzed business in 1895 and 1896 is kept in the background, where it belongs. And, further, if we are favored with good crops.

The facts are, that the iron and steel market is practically established on the basis of present prices for the next six months, the large furnaces, rolling mills, steel works and most of the large machine shops having sufficient orders on hand and regular trade coming in to keep things running at full capacity for six to eight months; and this fact shows very little prospect of a decline in prices very soon. Whether we will ever see such low prices as were in vogue during 1893 to 1898 is a question. If the overcapitalized trusts and combinations are able to control the supply of raw material when the de-

mand decreases, or if our export trade increases in the same proportion that the domestic demand may decrease, then there is every prospect that prices will not be lower. But if, on the other hand, these gigantic corporations are not able to control this supply, and in trying to pay dividends on millions of watered stock adopt methods that invite competition in the shape of other immense corporations, and our export trade should not develop as we expect it will, then there is a possibility that prices will go down as low as we have ever seen them. The probabilities are, however, that we will not see real low prices within the next few years, if we ever do again.

In view of the present and prospective activity among manufacturers, it is to be suggested to those who expect to make additions or alterations in their elevators, to determine as early as possible just what they require and give the manufacturers as much time as possible to fill the orders. By doing this serious and expensive delays may be avoided, and a much more friendly feeling exist between manufacturer and customer. It is the earnest desire of all first-class manufacturers to meet the wishes of customers, but when the busy season comes on and orders pile up in the shop, every one of which is marked "Rush!" the natural consequence is that disappointments are sure to follow, and the manufacturer is blamed for something he cannot help. The tendency of the buyer is to delay placing orders until the very last moment, and then demand early or immediate delivery, while the tendency of the average manufacturer is to make promises beyond what he can meet. If the buyer would anticipate his wants and place his order earlier, he would be liable to get better service and lower prices.

This suggestion will especially apply to the coming season, which already finds all of the best factories crowded with work.

WINNIPEG GRAIN EXCHANGE.

The annual meeting of the Winnipeg Grain Exchange was held on January 17, at which time W. L. Parrish, who had served for several months as president, as vice-president succeeding Joseph Harris, president, deceased, was reelected president for 1900. Other officers were elected as follows: Vice-president, Wm. Martin; secretary-treasurer, C. N. Bell; members of council, John Love, S. A. McGaw, Thos. Thompson, C. A. Young, S. Nairn, E. O'Riley, G. R. Crowe, G. V. Hastings, D. G. McBean, S. P. Clark and T. B. Baker; members of arbitration board, Robert Muir, L. A. Tilley, D. G. McBean, S. Nairn, Alex. Black, S. A. McGaw and C. A. Young; members of the appeals board, F. W. Thompson, R. P. Roblin, S. P. Clark, W. Martin, Thomas Thompson, John Love and G. R. Crowe.

Mr. Parrish, in his annual report, said the last wheat crop was the largest and one of the most perfectly matured that the province of Manitoba has ever handled. He adds: "Although slight frosts appeared in certain isolated portions of the province and the territories, the inspection returns prove that the amount of grain affected was exceedingly small, being barely 1 per cent of the total harvested; and I am pleased to be able to state definitely that a very great percentage of the wheat marketed has been inspected as of the grade of "Manitoba No. 1 hard," even in face of the fact that the standard for that grade was made considerably higher by act of Parliament last session than that required by law during many past years." The crop was remarkably free from smut.

As to other crops the report says:

"We are yearly increasing our production of flax; and as we have not had any standard for its inspection, it was deemed advisable to urge the government during the approaching session to include flaxseed in the inspection act. This will likely be done, so that all flaxseed can be dealt with under the Winnipeg inspection.

"The crop of oats was larger than in any previous year, and it is expected there will be a quantity for export.

"Barley was also a good crop. Some has already been shipped for export, and it is expected further

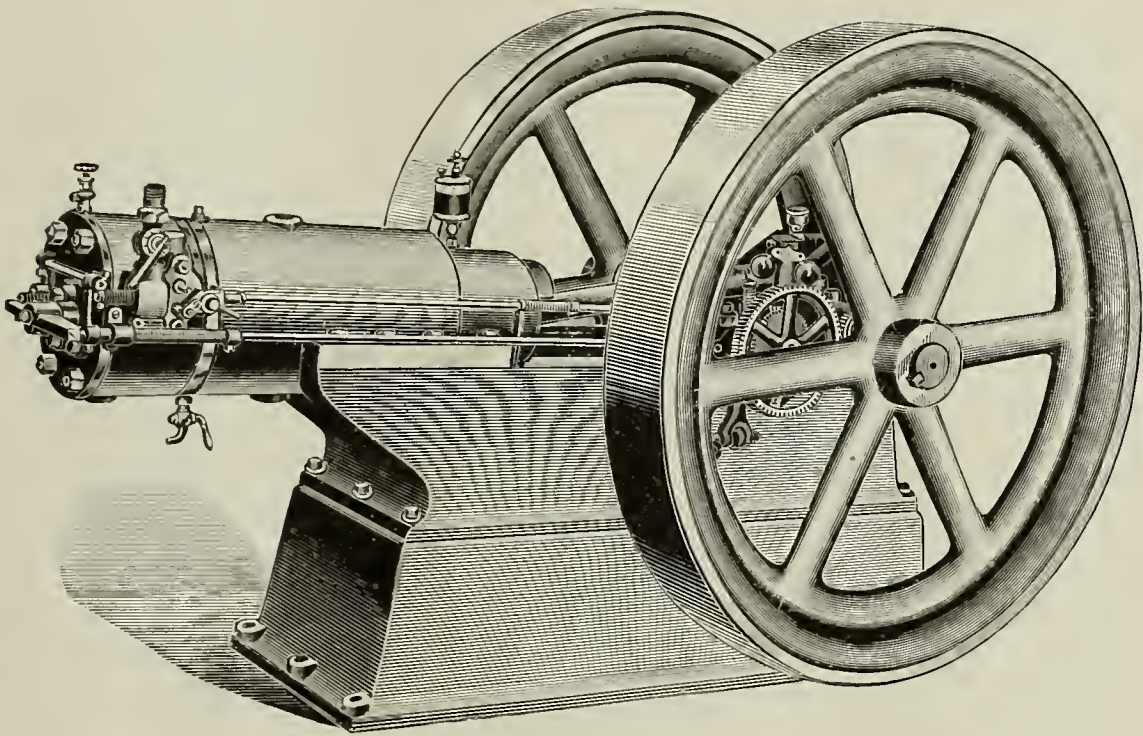
shipments will be made. I feel satisfied that it would pay the farmers well to be more careful in harvesting this grain, as the color has a great deal to do with determining the value."

The grain storage facilities throughout the province and the Northwest Territories on the different lines of railway have been increased by 700,000 bushels, making a total of nearly 21,000,000 bushels.

THE WAYNE GAS ENGINE.

Simplicity, economy, regularity, reliability and adaptability are qualities that a gas or gasoline engine must possess if it is to meet the expectations of the purchaser and the demands of the work laid upon it. All of these are claimed for the Wayne Gas Engine, which is adapted for either gas or gasoline.

All working parts of this engine are on the outside, except the piston and valves, and all are visible in the accompanying illustration of the machine. Aside from the fact that there are but few working parts, the general appearance of the engine shows that it is designed for hard work and long life, with a minimum of repairs. The engine runs at a moderate speed and is well balanced so that it runs without vibration.



THE WAYNE GAS ENGINE.

It is provided with a simple and extremely sensitive governor, and is so arranged that the speed of the engine may be changed while in operation if desired. The engine is shut down by simply closing the fuel supply valve, but should the engine ever come to a stop for any cause without someone being near to shut off the fuel supply, the valve will be closed automatically and thus prevent a wasteful and dangerous escape of the fuel.

Either electrical or tube igniter may be used on the Wayne, together or separately, and the change may be made from one to the other while the engine is running, without the loss of a single impulse.

All outward parts subject to heating are well water jacketed, and all such water space is readily accessible for cleaning. All valves have removable seats or cages, so that when worn out they can be easily and cheaply replaced.

The noise usually made by the exhaust of gas engines renders them more or less objectionable in many locations. In the Wayne Engine this objection is entirely overcome because of the successful method employed for muffling the exhaust. This muffler does not in the least affect the power or economy of the engine.

Gas and gasoline engines are now almost universally recognized as the best elevator power producers. This is so largely because of the fact that they occupy such small space, and are quite safe inasmuch as the fuel supply is located outside the building and is pumped in under the ground in minute quantities only as required to feed the engine. There is no expense attached to them when not in use and

power can be had in less than a minute at any time when wanted.

The question of elevator power has resolved itself into this, what particular make of gasoline engine will be employed? The elevator man who has occasion to ask himself such a question will doubtless get much information and satisfaction by writing for a complete descriptive circular of the above engine to the manufacturers, the Fort Wayne Foundry & Machine Co., Fort Wayne, Ind.

BALTIMORE CHAMBER OF COMMERCE.

The annual meeting of the Baltimore Chamber of Commerce was held on January 29, at which time directors were elected, who, on January 31, organized by reelecting J. Hume Smith president for the third consecutive term. W. F. Wheatley, who has been secretary of the Chamber since 1867, was also reelected, "each additional term of his incumbency serving to increase the high esteem in which he is held by every member of the chamber," as a local journal very neatly and justly said.

Mr. Smith's election to serve for a third consecutive term is an unusual honor, which has been given to no member of the Baltimore Chamber since 1872.

and is, of course, a high mark of the esteem in which Mr. Smith is held by his fellow members. Mr. Smith is a Pennsylvanian by birth and education, having graduated from Lafayette College in 1869. His commercial career was temporarily checked by the Chicago fire of 1871, which swept away both his business and his capital. He then went to Baltimore and began handling grain in a small way. He prospered and is now president of the Smith-Gambrill Company, receivers and exporters of grain, a firm that is favorably known in both America and Europe.

President Smith's annual report, made on January 29, was a comprehensive document, some features of which will not be without interest to grain dealers generally. Speaking of the grain trade for the past year, he said:

"The past year has been one of the most singular in the history of the grain trade, and in looking back over its phases and eccentric course it is questionable whether its counterpart can be found throughout the entire range of the trade's history. A miasma of doubt and uncertainty appeared to hang about it like an evil genius. Causes, which in times past produced particular effects, were either non-resultant or veered to an opposite extreme. Experience was a clog, a hindrance in the reading of a riddle, the correct elucidation of which appeared to be beyond the ken of the most astute and observing. To particularize in as few words as possible, we had only a fair wheat crop, we have constantly shipped the bulk of the world's available supply, which should have enabled us

to dictate the price, yet values have reached a lower level than marked the progress of the previous phenomenal production; while, on the other hand, the corn crop was large, and demand from imposing proportions has suddenly dropped to infinitesimal requirements, still prices remain relatively high, even above what the most sanguine had anticipated; in fact, there appears to be a figure below which the value of this cereal cannot go. If the foreign operator has been befogged, we have been no less at sea. Under such conditions it is scarcely to be wondered at that trade has languished in some branches, while holding its own in others has been a most worthy accomplishment.

"Naturally, we shall be asked to explain the decline of the trade in wheat; whether, in the light of increased exports of flour, this loss was due to local deficiencies and neglect; whether it was specifically characteristic of our port or was it a general feature, observable in the traffic of all winter wheat ports? No port which was dependent upon winter wheat but suffered a contraction more or less severe, and as a comparison, while Baltimore declined 50 per cent, the largest of the wheat ports, New York, witnessed a shrinkage of 46 per cent, the total in bushels aggregating nearly three times our entire trade. But the demand for wheat has undergone a material change, and it is scarcely probable that soft winter markets will ever attain the prominence to which they once aspired. This variety is grown in European countries, and in years of good quality and weight, as the present, the native-grown, by reason of restrictions and tariffs, materially undersells the imported. Besides, the mills are all equipped with the roller system, and inquiry for the raw product is becoming more and more restricted to hard springs and winters. Baltimore is not in the zone through which this stream seeks egress. The spring wheat will find an exit by the northern ports, New York, Boston and Montreal, when nature will permit, and the hard winter will reach consuming markets via the gulf, herein being the explanation why these ports maintained their position during the past year. In corn we have held our own, in spite of two months of extreme dullness and depression, but the market for this cereal shows no signs of permanent contraction. As a feeding stuff it has proven its cheapness and worth. Northern and Central Europe, as well as the United Kingdom, cannot produce a substitute, and its position in the world's commerce is assured. Our shipments, as a rule, gave satisfaction to the buyers, and upon more than one occasion have we been personally assured of the esteem in which our inspections are held."

The report touches also upon the terminal facilities of the port, which are held to be inadequate to the demands, being especially deficient in grain elevators in both the Pennsylvania and B. & O. yards. As to the "grain differential," which has hitherto cut no small figure in the grain business of the port, the report says:

"It seems scarcely necessary to say that no credence is given to the assertion that Baltimore is to lose her differential and drop from the ranks of grain-exporting ports through centralization of control in trunk-line management. Should this be an accomplished fact, our port would not suffer any more decidedly than a number of other ports which might be named; and abrogation of all rights in the exclusive interest of a single port seems incredible, since this identical port has been as much a beneficiary, through concessions, as any other that could be specified. Again, it seems passing strange to insist upon the enforcement of prohibitive rates to the seaboard while the gulf is permitted to charge any rate, unhampered and without dictation. While there has been no decided gain in this direction during the year, still during a large part of the time competition from this source has been most positive and drastic, and frequently have these ports taken ocean tonnage at nine pence and one shilling per quarter more than the Atlantic seaboard would allow, and still undersold us in European markets one cent per bushel.

"But we cannot contemplate all the surplus grain

of this country finding a vent through the gulf any more than through a single port upon the Atlantic. These questions are broad and far-reaching, their answer must be furnished by those whose sphere in the scheme of life qualifies them to make it."

CHARLES H. GRANGER.

The subject of this sketch, Mr. Chas. H. Granger, is a native of Ohio, where he was born some forty-five years ago. He is a brother of Hon. Walter L. Granger of Cincinnati, the attorney, who is a partner of ex-Governor and present United States Senator Hon. Jos. B. Foraker and Judge Miller Outcalt. He is also a brother of Hon. Wm. W. Granger, the



CHARLES H. GRANGER.

grain man of Cincinnati, who is also a member of the board of legislation of that city.

Mr. Chas. H. Granger started in the grain business about fifteen years ago as shipping clerk for his cousins, Risser & Warden of Kankakee, Ill., where he remained for about two years, when he accepted a position as ticket agent for the "Big Four" Railroad Company, at Kankakee. After holding this position for about three and one-half years he bought a half interest in an elevator at Dayton, Ind., on the L. E. & W. Ry. After disposing of his interest in this house a few years later, he took a position with the Union Grain & Hay Co., of Cincinnati, as traveling representative.

There is not a traveling man on the road better known or more popular than "Charlie," as he is commonly called by his many friends throughout the country, and wherever figures are the same he is generally the one who gets the preferences on all transactions. The Union Grain & Hay Co. of Cincinnati is one of the largest grain concerns in the country. Julius Fleischmann, the millionaire banker, distiller, yeast manufacturer and member of the Ohio governor's staff, is president, and Hon. Wm. W. Granger is manager, but it has Chas. H. Granger to credit with a large portion of the extensive commission and receiving business it controls to-day. Charlie's territory covers principally the P. C. C. & St. L., I. D. & W., Big Four, Vandalia and B. & O. S-W. railroads in Illinois and Indiana.

ONLY TWENTY-EIGHT YEARS.

The Baltimore News calls attention to the fact that January 23, 1900, was the twenty-eighth anniversary of the first car of western grain to go into elevator in Baltimore. This car arrived January 23, 1872, and was stored in Baltimore & Ohio Elevator A at Locust Point, the first elevator in that city. The car was inspected by Mr. Charles McDonald Jr., the present chief grain inspector of the Chamber of Commerce. Previous to this car numerous cars of western grain were received in Baltimore, but had always been sold by sample.

The Standard Starch Factory at Bradley, near Kankakee, Ill., when completed will consume 6,000 bushel of corn daily.

SOME NEW ELEVATORS.

The Steel Elevator & Storage Company of Nashville, Tenn., has been organized by N. A. Duff, of the Duff Grain Company of Nebraska City, Neb., to build a new elevator at Nashville, Tenn.

The new plant will have 300,000 bushels' storage capacity and will be fireproof. The elevator building will be 130 feet high, constructed entirely of steel, and will contain modern machinery. The storage department will consist of five steel tanks of 60,000 bushels' capacity each. Besides this bulk grain storage, the plant will have warehouse storage for about 250 cars. Ample track facilities have been arranged for to accommodate about 200 cars. The grading will be done so as to enable business to be handled without the assistance of a switch engine, by what is known as the "gravity" system. The elevator and warehouses will be used for public storage also.

The plant will be ready for the active handling of grain about the first of April. Mr. L. D. McKee, formerly of Columbus, Ga., will take charge as general manager and treasurer on February 1.

Work on the two big elevators in the Calumet district, South Chicago, the beginning of which was announced last fall, has progressed so far that both houses will no doubt be completed during next month. These are the elevators of McReynolds & Co. and W. H. Merritt & Co.

The Merritt house is the smaller, although its capacity is 500,000 bushels. It stands at Ninety-eighth Street and Calumet River, and is thoroughly modern in every respect.

The McReynolds house is at One Hundred and Sixth Street and Calumet River. It is 251x119 feet and 117 feet high, and will be able under pressure to handle 400 cars daily.

The Calumet district is specially attractive as a grain elevator site. The river's depth of channel for two and one-half miles above its mouth makes it navigable for the deepest draft vessels on the lake. No tugs are needed, except now and then, when a short turn is necessary, and vessels come and go to the elevators and the ore docks under their own steam and steering power, while the belt lines give the site connection with 32 lines of railroad.

The H. L. Halliday Milling Company of Cairo, Ill., will build an elevator in that city with 500,000 bushels' storage capacity, thus doubling the capacity of the company's elevator recently destroyed by fire. The building will stand on land belonging to the Mobile & Ohio R. R. Co., with a frontage on the Ohio River of 200 feet, and having ample railroad tracks. The elevator will be equipped with modern machinery and will stand near enough to the river to handle grain to and from barges.

The elevator is expected, from its location, etc., to act as the northern end of a grain line having its southern outlet at Mobile.

The Davenport Elevator Company of Davenport, Iowa, has let the contract for the construction of a 500,000-bushel elevator in that city. The elevator will be 73x84 feet in size and 145 feet high. Its walls will be constructed of 2x8's, 2x6's and 2x4's, spiked. The unloading track will be inside the house, and there will be one loading track on each side of the building. The engine and boiler house will be of brick.

The Canadian Atlantic Railway Company will erect another elevator at Depot Harbor, which will cost \$250,000, and have capacity of 1,500,000 bushels. This is in addition to the present elevator facilities of the railway at Depot Harbor, which have become inadequate for the western business offered. The elevator will be ready to handle the coming season's business.

The contract for the erection of the Connors Syndicate elevators at Montreal was let on January 22 to the Barnett & Record Company of Minneapolis. The work of excavating and pile driving on Windmill Point began the same day. The construction will start with one steel-working elevator of 1,000,-

000 bushels' capacity, with storage annexes for 2,000,000 bushels more.

The Reading Railroad has just completed at its enlarged terminals at Port Richmond, Philadelphia, the enlargement of its elevator storage capacity to 1,500,000 bushels. The elevator is now equipped with every modern appliance. Thirty-two cars can readily be unloaded simultaneously, thus affording a daily discharging capacity in 10 hours of 320,000 bushels.

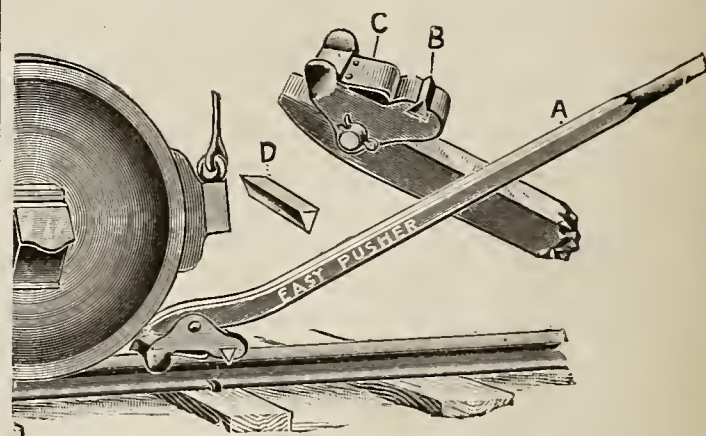
The contract for the construction of the Great Northern Railway Elevator at Quebec, Canada, was let to A. F. Chapman & Co. of Buffalo on January 19. The elevator will have storage capacity of 1,000,000 bushels, and will be equipped with modern machinery to handle grain from cars through the house into ocean steamers at a minimum of expense.

THE EASY CAR PUSHER.

Every man whose business requires him to load cars is confronted with the problem how to move them short distances. This is especially true of the grain dealer, who seldom has any help from the railway switch engine at the smaller stations, just when he wants it. The question, then, reduces itself to this: What is the cheapest way of moving a car?

One way is to call up all the employes and spectators to give the thing a push to its place; another is to keep a team around handy to pull it there; still another way is to wait for an engine to come along that does some switching at the station. Some men occasionally use a crowbar for pushing a car, and generally manage to spoil both the bar and their tempers with it. Still others use a development of the crowbar idea, known as the Easy Car Pusher, a device illustrated in the cut herewith.

The picture explains the device pretty fully; but it may be added that, as shown in the cut, the heel has lugs extending downward on both sides of the rail so as to hold it firmly in position and prevent its slipping sideways. The triangular bit of steel cuts into the rail when pressure is applied, and prevents slipping backward, even though the rail is icy, greasy or wet. The bit can be inverted. Each one has three sharpened edges. When the pressure is released, the steel spring lifts the steel bit from the rail, thus preventing it from being



AN EASY CAR PUSHER.

dulled, by sliding over the rail when following the wheel.

The Pusher is made of the best materials, the bar being steel, the heel malleable steel and the bit of the finest tool steel. It weighs only twenty pounds and it costs \$5. If anyone desires further information he should write the manufacturers, the Vilter Manufacturing Company, Milwaukee, Wis.

A farmer of Madison County, Indiana, writing of his corn to the Indiana Farmer, says: "I got 14 ears that averaged 11½ inches long and 9 inches round, and 7 ears weighed 9 pounds 10 ounces. The other 7 averaged over one pound. The first 7 weighing 9 pounds 10 ounces, 50 such ears would make a bushel, 68 pounds. At the first fair held at Pendleton, I took some stalks of corn that measured over 20 feet from the ground to the top of the tassel. One stalk had six fair ears on it."

SOME BOOTS.

This accompanying illustration shows ten Weller cast-iron elevator boots, furnished by the Weller Manufacturing Company of Chicago to W. H. Merritt & Co.'s new elevator at South Chicago. The boots are provided with self-oiling rocking bearings and take-up screws—not shown in the illustration—extending from the pits, where the boots are located, to the first floor.

These boots are but one style of a great variety of boots for all classes of mill and elevator work manufactured by the Weller Company.

THE NEW YORK COMMERCE COMMISSION.

The report of the New York State Commerce Commission, the Schieren Committee, as it is sometimes called, was sent to the legislature by Gov. Roosevelt on January 25. The governor, in his message of transmission, says the Commission in making their investigations "speedily discovered that the question of the canal was really the central question, around which hinged all others concerned with

a remedy against the participants in such a combination to the fullest extent that may lie within the power of the state to invoke."

It being evident that the New York Central Road will not of its own motion correct this abuse, the Commission makes eight recommendations for legislative action substantially as follows:

1. The passage of a bill providing for the earliest possible completion of the improvement of the state canals contemplated by the law of 1895, and providing for bonding the state therefor, in the sum of \$15,000,000, or so much thereof as may be necessary, said bill to be submitted to the people for their approval.

2. The amendment of the laws of 1899, so as to authorize the designation for canal terminals of public piers in the city of New York, and suitable locations upon the Erie Canal lands at or near Buffalo, with power to cause to be erected thereon proper warehouses, etc., for freight transported over the state canals, and further providing that said piers and said canal lands, when so designated and so improved, shall be set apart exclusively for canal terminals under such rules and regulations as may be established.

3. That Chapter 585 of the laws of 1888, entitled "An act to regulate the fees and charges for elevating, trimming, receiving, weighing and discharging grain by means of floating and stationary ele-

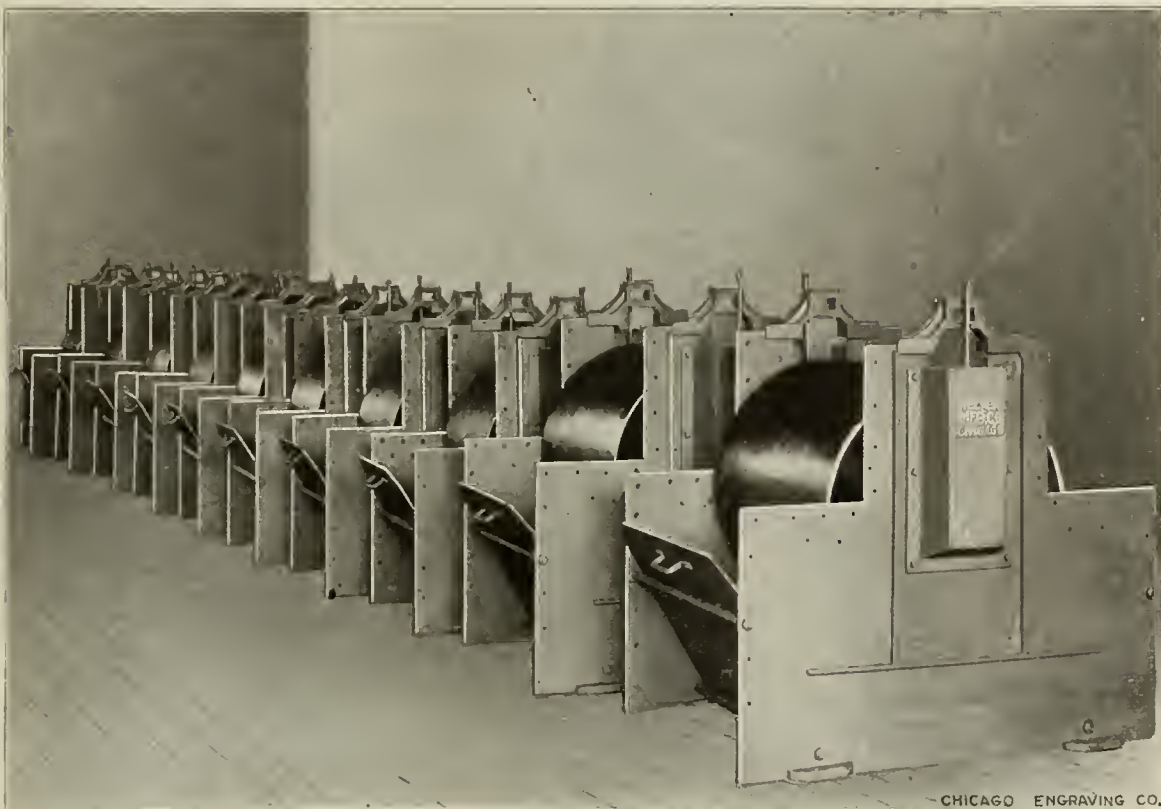
the "one-cent arbitrary," it says, "New York has lost practically all of the full-cargo business; she has not only lost the advantage of the ocean rates found to exist by the Arbitration Commission, but the evidence recently taken before this Commission tends to prove that she is now at a disadvantage in ocean rates." The sum to be paid, it continues, should be limited to one-half cent per bushel, any further amount being an undue tax on New York's commerce. The report then adds:

"Under present conditions lighterage is a necessity in the port of New York. It may be a mere coincidence that the lighterage charge allowed to the New York roads is three cents per hundred pounds, the exact amount of the differential. The fact remains, however, that there is deducted from the through rate and paid to the New York railroads three cents per hundred pounds before prorating, and they then receive their pro-rata share of the balance. If the lighterage charge is excessive, to that extent the through rate is excessive. But whether or not there be any justification for treating the lighterage terminal service upon any different basis than any other terminal service, the through rate to New York does include a charge for such service, and is, therefore, one of the elements differentiating the port of New York from her rival seaports to the disadvantage of New York."

In accordance with one portion of the Commission's recommendations, a bill has been introduced having as its object the erection and operation of grain elevators by the state, at both New York and Buffalo. The suggestion comes from the Commission itself, which says such an elevator system "may be necessary to prevent grain being diverted to other ports through excessive transfer and terminal charges." While the Commission, however, believes that half a cent is ample to pay liberally for all elevator services performed by private elevator companies, the promoters of a state system profess to believe that one-eighth of a cent could be made a maximum rate by such system.

The Commission does not begrudge the International Elevating Company, operating in New York harbor, its legitimate profits; "endeavor deserves success and achievement receives applause in the commercial world as well as in the public arena." But the Commission cites the testimony of its witnesses and the law to show that the elevating company takes advantage of the loose wording of the elevator law of 1888 (Ch. 581, Laws of 1888) to extort an illegal half a cent a bushel on all grain handled by it, called "transportation charge." Although most of this gouge is rebated to the grain merchant, the company still charges one-eighth to two-eighths of a cent in excess of the legalized five-eighths of a cent as the maximum charge for "elevation, receiving, weighing and discharging" grain by means of floating and stationary elevators. An examination of the books of the elevator companies was made at Buffalo, says the Commission, "to determine accurately what charge would be proper for elevating grain, recognizing that any endeavor to regulate rates by statute, however just, might be the reason for interference and might adversely do an injustice. While fully mindful of the principle of equity and justice, the Commission is forced to the conclusion, from an examination of the facts thus secured, that the reasonable profit to which those who invest their capital are entitled would admit of the elevation of grain at a rate substantially below half a cent a bushel." Reference, therefore, is made to the exceptional profits of the elevating company in New York—whose capital of \$2,200,000 largely represents useless property, bought to stifle competition, and "no good will,"—says the Commission, "solely to aid a solution of the question as to what is a fair rate for elevating grain with justice to commerce and without injustice to the business affected."

A company has been organized in Canada, known as the Ontario Starch Company, Limited, with capital stock of \$200,000. The head office will be at Toronto, but the starch factory will be at Kingston or at Prescott. Corn is now on the Canadian free list.



ELEVATOR BOOTS FOR MERRITT & CO.'S NEW ELEVATOR.

benefiting the commercial development of New York or arresting the decline of this development. This is a further proof, if any be needed, of the immense importance of the canal and extreme unwisdom of abandoning it as an outworn institution."

The Commission, in the first place, raps the knuckles of the New York Central Road as the chief offender, whose behavior as a carrier has done most to hasten the relative decline of New York City's commerce. The agreement of that road to the differential rate against New York is given place as of "first importance" among the "causes of her declining commerce." The imposition of the differential "is a recognition of the fact that freedom of commerce would inure to the benefit of New York." Naturally the Commission think the merchants of New York City are entitled to enjoy all the advantages nature has given that city and those of the country at large should likewise enjoy those advantages of her harbor which belong to them; "for," says the Commission, "to offset such advantages, by an inland discriminating rate against New York, is an arbitrary imposition of a burden upon all the export products of such territory in the competition to which they are subjected in the markets of the world. Such an imposition is not only indefensible from any standpoint of legitimate competition; it is not only an injury to the harbor and to the state; it is a crime against the commerce of the nation. When such discrimination is imposed with such far-reaching results, the state is justified in seeking

vators and warehouses within this state," be so amended as to make it more difficult of evasion and to provide for a maximum rate of one-half cent per bushel for all services performed in and about the elevation of grain, and providing a penalty for any violation of the act.

4. That the transportation corporation law limiting corporations designed to navigate any of the canals of the state to \$50,000 be repealed.

5. That the provision of the charter of New York City, relating to the canal piers in the city of New York, shall be so amended as to limit the use of said canal piers to "barges on the Hudson River, north of Castleton."

6. The passage of an act prohibiting the conveyance in perpetuity of any land under water within the limits of the city of New York, now owned by the state or city, and providing that leases and renewals thereof of such lands may be made, under proper restrictions, to the owners of the uplands when required by the necessities of commerce or manufacturing.

7. That the legislature should confer annually such authorization as may be requested from time to time by the city of New York to enable it to carry out plans for the construction of piers and the improvement in dock facilities at this port as rapidly as they may be required.

8. That such authority within the constitutional limit be conferred on the city of New York as will enable the Dock Board on the commencement of condemnation proceedings to enter promptly into possession of lands necessary to be acquired for the improvement between Gansevoort and Twenty-third streets.

The Commission, speaking of port charges at New York, finds them excessive; since the imposition of

THE ROSCOE ELEVATOR.

The elevator shown in our picture is located at Roscoe, in the northwestern part of Des Moines County, Iowa, on the Burlington & Northwestern road. It is owned by Joseph Barton, who has the reputation of being "built" like his elevator—"on the square."

The house is, however, 24x48 feet in size, 24 feet high to the eaves. The cupolas give a height of 40 feet to the elevator legs, one stand in each cupola. There are eighteen bins, with capacity of 1,000 bushels each. There are two dumps. Two bins are all spouted to the elevator boots. Two



JOSEPH BARTON'S ELEVATOR AT ROSCOE, IOWA.

cars may be loaded simultaneously. The engine and seed room is 16x60 feet in size.

The house is admirably equipped for handling a good business with facility, and whenever the feeders give the dealers a chance at the corn Mr. Barton gets his share of it.

DETROIT'S GRAIN TRADE.

Aside from its Michigan state business, Detroit has become practically only a way-station in the grain business, owing to natural transportation conditions. It has, however, four large railroad elevators on the river, viz., the Detroit Elevator in the Grand Trunk yards; Michigan Central Elevators A and B and the Wabash Elevator, just below Twelfth Street. These have a combined capacity of about 3,800,000 bushels. There are also a number of private elevators on the lines of railroad, besides those connected with the flouring mills.

Through these houses local dealers handle all the business of the city, which is, of course, in greater part, business originating in the state of Michigan. Naturally, therefore, the volume varies from year to year in direct ratio to the general crop of the state, as will be seen by the following statement of the city's total receipts for the five years last past:

| Year. | Bushels. |
|-----------|------------|
| 1895..... | 8,419,566 |
| 1896..... | 9,165,327 |
| 1897..... | 10,689,562 |
| 1898..... | 10,863,318 |
| 1899..... | 8,712,230 |

Separating the receipts into the most prominent classes of grain, the statistics show the following receipts and shipments for the same five years, the difference between receipts and shipments being some indication of the city's consumption:

| WHEAT. | | |
|-----------|-----------|-----------|
| 1895..... | 3,796,355 | 2,493,355 |
| 1896..... | 3,027,450 | 1,559,305 |
| 1897..... | 4,058,804 | 2,705,001 |
| 1898..... | 4,650,186 | 3,219,465 |
| 1899..... | 3,446,243 | 1,567,432 |
| CORN. | | |
| 1895..... | 1,903,746 | 796,737 |
| 1896..... | 1,759,890 | 883,607 |
| 1897..... | 2,213,910 | 957,718 |
| 1898..... | 3,034,942 | 1,271,676 |
| 1899..... | 3,208,945 | 2,304,105 |
| OATS. | | |
| 1895..... | 1,811,836 | 164,789 |
| 1896..... | 1,989,262 | 295,401 |
| 1897..... | 1,885,842 | 397,990 |
| 1898..... | 1,578,046 | 211,591 |
| 1899..... | 1,425,381 | 266,133 |

The Detroit Board of Trade is the oldest commercial body in the city, having been organized in 1855-

56. Its first annual report, made in 1857, was a complete compend of the city's growth and commerce. M. D. Hamilton was then secretary. His successor (1859) was Ray Haddock. Both these gentlemen and their successors published annual reports until 1895, when Secretary Geo. M. Lane prepared the last one.

INSPECTION AT BUFFALO.

The annual statement of Chief Grain Inspector John D. Shanahan at Buffalo gives the following statement of the work done by his department in 1899, as compared with 1898:

| | 1898. | 1899. | Increase. |
|--|-----------|------------|-----------|
| Cars on track..... | 13,755 | 21,330 | 7,575 |
| Cars out of elevators. | 9,376 | 11,694 | 2,318 |
| Bushels into elevators. | 6,738,644 | 8,798,758 | 2,060,114 |
| Bushels out of elevators (canal) | 1,726,239 | 1,323,210 | *403,029 |
| Bushels to wagons, etc. | 838,254 | 1,918,400 | 1,080,146 |
| Total bushels | 9,303,137 | 12,040,368 | 2,737,231 |
| Total cars | 23,131 | 33,024 | 9,893 |

*Decrease.

As the department inspects only such grain as is intended for the Buffalo market, his report naturally shows only the volume of grain business done on that market, and has nothing to do with grain in transit through the port of Buffalo. Owing to the lack of yard facilities and blockades, the department has been called upon to send inspectors as far west as Conneaut to inspect cars, and they have made daily trips to Dunkirk and smaller stations also.

Although the charge for inspection was reduced, the total earnings of the department were increased for 1899 as compared with 1898.

THE ERIE CANAL.

Governor Roosevelt of New York on January 25 sent a special message to the legislature of that state urging the expenditure of \$60,000,000 in enlarging and improving the state canals. The message was written to accompany the report of the canal committee appointed by him in March last.

The committee, the Governor says, has made a careful and minute examination of the state canals, of the Canadian canals and of some of the most important European canal systems, and has unanimously come to the conclusion, which is fortified by arguments, "which are seemingly irrefutable, that if the canals be modified to meet the requirements of the business of to-day, freight can be transported upon them for about one-third of the cost by rail, and that so far as human foresight can look into the future this result can be guaranteed for at least a generation." The governor refers also to the menace to New York's commerce "aided by the upbuilding of the Canadian canal system" completed last fall; and repeats the rather trite truism that "neither New York state nor New York City can afford to rest supine while eager business rivals strain every nerve to snatch away the commerce which has been so large a part of their lifeblood.

Three plans were proposed by the committee: (1) To complete the canals much on the line of what was intended in 1895; (2) to make them ship canals; and (3) to adopt an intermediate course. The governor dismisses the ship canal as "impracticable as a state undertaking" and of doubtful expediency. The plan of 1895 also he rejects as too costly (\$21,000,000 more, or \$30,000,000 all told) for "an inadequate improvement." The remaining plan is for a "barge canal capable of carrying boats of a thousand tons' capacity, to build which would involve an expenditure of \$60,000,000." At the outset this seems a very large expenditure of money, but it is not too large, he says, if it will secure to the great state of New York, for at least a generation, the same canal advantages which were secured to this state in the early decades of the century by the original diminutive canals."

There is every reason to believe, the Governor says, that such a system would equal that of the Canadians; and it would cost the state at large

\$20,000,000 and Greater New York \$40,000,000. He makes also the following suggestions:

"I call your attention specially to that portion of the committee's report in which it sets forth that the efficiency of the canals depends upon their management quite as much as upon their physical size, and that there should be no further money spent upon them unless accompanied by measures which will secure their management upon an absolutely business basis. The measures are these:

"First—To remove all restrictions as to the amount of capital of companies engaged in transportation, so as to encourage instead of hamper the development of those modern business methods which are largely the foundation of our present prosperity.

"Second—To provide for mechanical means for traction and the use of mechanical power in the place of hand power in the locks."

CHAS. H. SCOTT.

One of the problems which fraternal organizations have to face is to provide for a constant and regular influx of new and young blood into the ranks. It is recognized to be quite as essential for the vigorous life of the corporate body as for the physical frame, that new blood be constantly added, and the same is quite as necessary for any profession or calling. New people not only means new activity, but new ideas and new methods. The machinery trade is more conservative than many other lines; it has in it a very large percentage of men who have passed all their lives in connection with some phase of the trade. But here, too, the new blood has made successes and reputations.

Mr. Chas. H. Scott, whose likeness is given herewith, is a recent Western recruit to the ranks of



CHAS. H. SCOTT.

"the trade." He is the Northwestern agent of the Invincible Grain Cleaner Co. of Silver Creek, N. Y., to which position he was appointed last fall, and has headquarters at Minneapolis. Mr. Scott was born July 7, 1873, at Gardner, Johnson County, Kan. He lived on a farm until he reached the age of nineteen, his experience duplicating that of thousands of other Western boys. But at that age he came to Chicago, the Mecca of the ambitious boys of the West. Prior to accepting a situation with the Invincible people he was superintendent of the American Malting Co.'s elevator at Kensington for about a year. At that time the Grain Cleaner Company was looking for a suitable representative in the Northwest, and Mr. Scott was engaged and immediately entered upon his duties. His brother, W. J. Scott is the Chicago representative of the Invincible Co.

For a new man he has done remarkably well in the sale of machinery. He is of pleasant address and possesses personal qualifications that will fit him for the business he has adopted

PACIFIC COAST SACKS.

The annual scramble for grain sacks has begun on the Pacific Coast; and the prospects for a good crop have already caused so much of a demand that an advance has been made in the price of the finished sack as well as of raw materials. As the prison authorities have arbitrarily fixed the limit of profit to be taken on the prison product at one cent per bag, the prison bags are the cheapest on the market and naturally in greatest demand.

The demand being far beyond the prison factory's capacity, the authorities last year reduced the limit to the number of bags to be sold to any one person from 5,000 bags (the legal limit) to 2,000, and on January 22 last this arbitrary reduction was ordered to continue in force for this season. At the same time the price of bags was raised from 5.25 cents to 5.65 cents each.

On the day named affidavits were presented by the Southern Pacific Milling Co., representing 720 farmers, who asked for 2,227,030 sacks on the basis

bags can be turned out, which will bring the supply to its maximum, 3,822,000. This will not begin to meet the demand.

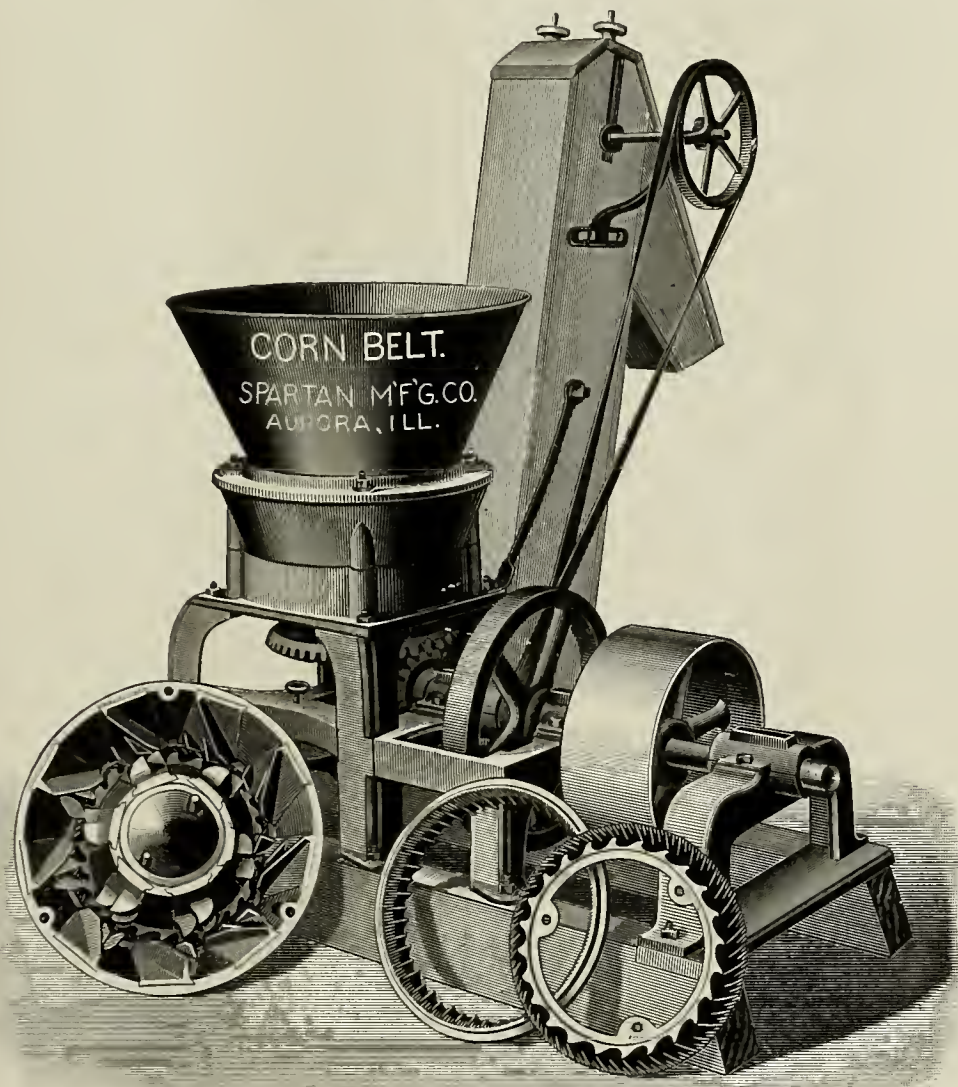
On January 12 the S.S. Algoa arrived at San Francisco with enough sacks from India to hold 45,000 bushels of grain.

Owing to the advance in raw jute from \$10 to about \$16, an advance in the price of Washington penitentiary grain sacks will be made by the State Board of Audit and Control at its meeting on February 17. It is expected the price will be between \$5.40 and \$6.00 per hundred.

THE CORN BELT FEED GRINDERS.

The accompanying illustration shows a No. 6 Corn Belt Grinder, made by the Spartan Manufacturing Co., Aurora, Ill. It is a powerful machine; and while designed especially for grinding ear corn, it is suitable for grinding all kinds of grain for feeding purposes.

The cob cutter is fitted with a system of knives



CORN BELT EAR CORN FEED GRINDER, WITH ELEVATOR.

of 5,000 as the limit to a single buyer; but the demands were reduced to 1,261,930 sacks by reaffirming the 2,000-bag limit.

The report of the prison warden regarding the condition of the mills shows the available supply of sacks as follows:

"Since resumption of work in the jute mills in November, on completion of repairs made necessary by the breaking down of the main jack shaft, they have been run without interruption, and the output from the same is larger now than it has been during the corresponding month in previous years, the average having been in January, 1898, 11,810 per day; January, 1899, 11,000 per day, and during this month to date 12,825 per day. Following is the statement of grain bags on hand:

"Bags—On hand, 822,000; carried-over orders from last year, 416,000; sold since January 1, 1900, 261,000; total sold awaiting shipment, 677,000; on hand available for sale, 145,000.

"Raw jute—On hand in the warehouse, 3,357 bales, which will run the mills till June; contracted to arrive, 7,000 bales, per ship Euphrosyne, now loading at Calcutta."

The mills will turn out 1,550,000 bags up to June 1, making at that time a total on hand of 2,372,000. It is estimated that up to September 1, 1,450,000

so that the reduction is made by a cutting rather than a breaking or crushing action. This, the makers claim, results in a great saving of power; or, in other words, it will grind more corn per horse power, suitable for feeding purposes, than any other style of grinder. In fact, they guarantee this, all conditions being equal. This cutting action also makes it possible to grind corn in any condition, wet or dry, with or without shucks, and without clogging or choking.

The Corn Belt Grinder can be used with good results with any power from 3 to 15 horse power, by being speeded according to the power used from 50 to 300 revolutions per minute. The capacity of the grinder of course depends upon the speed at which it is operated. As an illustration of the machine's capacity, one driven at a speed of 150 revolutions, by an 8-horse power engine, is grinding 40 bushels of ear corn per hour, or 50 bushels of shelled corn per hour.

These grinders are strong and simple in construction and the parts subject to wear can be easily replaced at small expense. The mill is furnished without the cob cutter when it is wanted only for grinding shelled corn or small grain. When desired, it is also supplied without the elevator shown in the cut.

Those desiring further particulars should write the Spartan Mfg. Co., Aurora, Ill.

DOTS AND DASHES

The Kansas grain inspection department's receipts for December were \$1,829.05 and expenses \$2,650.32.

A traveling grain salesman has been going through South Dakota selling "loose wheat" for seed at \$3 per bushel.

Last year Portland shipped over 50 per cent of the wheat exported from the Pacific Coast, Tacoma and Seattle 24.88 per cent and San Francisco 24.44 per cent.

Flavel, a new port at the mouth of the Columbia River, made its first exportation of wheat on January 13. The lot consisted of 6,666 bushels, completing a cargo loaded at Porttoun.

The car blockade seems to have been transferred in January from Chicago to New Orleans. On January 24 there were at the latter city 1,000 cars on the tracks and all the elevators were full of grain.

The use of bushel boxes is advocated by agricultural writers, especially for seeds, seed corn and other products to be stored in drying rooms. The boxes are usually made of basswood, and made in all-slat style.

The grain men at Winona, Minn., will organize an association for the purpose of erecting a three-story office building to be known as the Winona Grain and Lumber Exchange. A lot has been purchased at a cost of \$6,250.

John Loveless recently hauled a single load of corn, which weighed out 157 bushels and 44 pounds, to J. O. Finch's elevator at Clark's Hill, Ind. It won Mr. Finch's prize of a 50-pound sack of flour for the biggest load delivered to the elevator.

The roads running westward toward Minnesota and Manitoba are giving a half rate on grass seeds to points in Minnesota, the Dakotas, Manitoba and Montana. It is hoped the cheap rate will encourage the replenishing of the pastures with native grasses.

Vice Consul Morrison, at Dawson City (Canadian Klondike), says: "So far as my observations go, the climate here is as suitable for raising winter wheat as in any place in the northwestern or the northern states of America. From my experience of the last two years I see no reason why this country should not be able to produce its own vegetables and grains."

The annual corn carnival will be held at Peoria during the second week of October next. The managers of the carnival have made an agreement with the Illinois Corn Growers' Association by which the latter holds its annual corn show at Peoria at this date. The city for its part provides the amount of money to be paid for premiums by the Corn Growers' Association and also agrees to give the Association 20 per cent of the gate receipts at the Exposition Grounds, which are to be inclosed.

The Indiana Corn Growers' Association was organized at Indianapolis on January 3 by the election of I. Newt Brown of Johnson County, president; James Riley, Boone County, vice-president, and H. F. McMahan, Union County, secretary and treasurer. A committee on by-laws, consisting of H. F. McMahan, Fairfield; G. W. Gwaltney, Poseyville, and W. A. Hart, was appointed, and one on scorecard as follows: James Riley, Thorntown; L. B. Clore, Franklin, and Prof. W. C. Latta, Lafayette.

Growing tests made by the Texas Experiment Station of forty-two varieties of corn showed "Blount Prolific," "St. Charles White" and "Southern White Gourd Seed" to have been the most productive varieties, yielding respectively 40.7, 39.5 and 37.2 bushels per acre. The seed of the first named variety were grown in Virginia; that of the second in Illinois, and that of the third in Delaware. "A comparison of the yields of varieties grown for three or four years shows that Blount Prolific has given the largest average yield."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

HIGHER PRICES NEEDED.

Editor American Elevator and Grain Trade:—Feeders are buying up our corn at about 25 cents. There is no show for a movement under that price. Roads are good and the weather fine.

Yours truly, J. A. KYLE & SON.
Shenandoah, Iowa.

WILL ENLARGE ELEVATOR.

Editor American Elevator and Grain Trade:—Please advise me whether or not my subscription has expired, as I do not want to be without the "American Elevator and Grain Trade." I expect to enlarge my elevator at this place during the coming summer to a capacity of 25,000 bushels.

Yours truly, W. T. BUCK.
Vleits, Kan.

CORN IS CONSUMED BY CATTLE FEEDERS.

Editor American Elevator and Grain Trade:—The prospect for the present year's business is not flattering, as the cattle feeders have consumed most of the corn in this vicinity. I have had no trouble with the railroad company as yet, but it seems strange that they encourage cattle men to ship in stock to feed. If they would let that alone they would make twice as much shipping grain. We have no scalping here as yet.

Respectfully, H. R. WILLIAMS.
Yarmouth, Iowa.

FEEDERS GETTING ALL THE CORN.

Editor American Elevator and Grain Trade:—The present year has not brought us a very great volume of trade so far. Prices are a few cents lower than at this time a year ago and farmers are reluctant to part with their grain, but we expect a liberal movement between now and seedling time, if weather and roads permit.

The feeders are getting more than their share of the corn, in fact, are practically getting all of it. They have paid from one to four cents above the market ever since picking began.

The new ruling on stamping of checks seems to operate fairly well and it is a great relief for all of us.

Yours truly, IOWA DEALER.

IS SHIPPER'S CONTENTION RIGHT?

Editor American Elevator and Grain Trade:—Last fall we sold to Monday, Settlement Co., of Litchfield, Ill., 20,000 bushels of No. 3 corn to be delivered at Newport News and to be inspected at Indianapolis. The corn graded mostly No. 4. We have one car that graded No. 4 at Indianapolis, but it seems to have arrived at Newport News in a bad condition. Now they report the car 74 bushels short of our weight and propose to take off 3 cents a bushel. As all the rest went in at 1½ to 2 cents off, we contend that this car should be taken at the same rate. Are we right in our contention?

There is more corn being used by feeders this fall than usual.

Yours truly, J. C. BESIER & CO.
Vermilion, Ill.

OFFICIAL ATTORNEY FOR ILLINOIS GRAIN DEALERS' ASSOCIATION.

Editor American Elevator and Grain Trade:—As chairman of the Illinois Grain Dealers' Association's committee on the employment of an official attorney to represent the Association. I have the pleasure of handing in the name of Mr. Chas. B. Campbell of Kankakee, Ill. Mr. Campbell is an attorney of ability and honor, and in nominating him for the position, I feel sure the Association will be well pleased with the appointment and trust that same will be confirmed.

There is no expense to the Association as a body but when individual cases are presented to the official attorney, each member having such claims will bear his own expense in the matter, but in addition to the merits of the case, he will have the

weight of the entire Association in his support, through the official attorney.

Yours respectfully, R. G. RISSER.
Kankakee, Ill.

INFORMATION WANTED ABOUT PORTABLE ELEVATORS.

Editor American Elevator and Grain Trade:—We are pleased to state that everything is running smoothly here at present. Feeding is cutting heavily into the corn this season.

We would like information about machinery for loading cars at sidings where there are no elevators. We understand that such a machine is made at Ottawa, Ill., and also at other places. Who can tell us about the merits of them?

Yours truly, F. M. REILLY & CO.
Reddick, Ill.

TROUBLES OF AN EASTERN FIRM.

Editor American Elevator and Grain Trade:—We have been buying corn from different markets, but cannot buy at Baltimore prices by from 1 to 2 cents per bushel, although we are supposed to get the same rate of freight. What is the reason? Is there any way that we could get a rate for this section?

We are having some trouble with farmers at this place getting quotations from regular dealers. We are successors to M. D. Bartlett and are the only dealers here. We are very much pleased with your paper.

Yours respectfully, WILLIAMSON & CURREY.
Flemington, W. Va.

POOR OUTLOOK FOR BUSINESS.

Editor American Elevator and Grain Trade:—We do not look for much of a movement of grain to the general markets from this vicinity. Farmers are nearly all holding for higher prices, and when they do sell the grain goes to cattle feeders, who are paying 25 to 26 cents a bushel for corn, while our track bids at present are but 25 to 25¼ cents. The prospect for doing any business is the most unfavorable known in our 15 years' experience here. We are having no trouble of any other nature. Even a scalper could not do business here at present.

Yours truly, MAINS & REEVE.
Silver City, Iowa

A STUBBORN FARMER.

Editor American Elevator and Grain Trade:—We have but few irregularities at our point. We have three good, honorable farmers in the grain business. We are all members of the grain dealers' association and all agree very nicely.

We have one large farmer here who ships his grain every year and this is making some disturbance among our customers. We are unable to buy this gentleman's grain even if we should pay him more than his grain would bring. As is usual in such cases, he is a little smarter than the average man. We cannot blame anyone but the railroads. We think the roads should refuse to furnish farmers with cars to ship their grain in, as we have a great deal of money invested in elevators and machinery to help them out. Do you not think we are correct?

Yours truly, H. B. ROWE & CO.
Mt. Pulaski, Ill.

A BLOW TO THE SCOOP-SHOVEL MAN.

Editor American Elevator and Grain Trade:—Probably one of the best things that has recently happened to the grain trade is the new rules put into effect by the different railroad companies, whereby they insist on the loading of cars to full capacity. This has completely shut off the scoop-shovel artist at most all points, as it is impossible for him to load cars according to the present railroad requirements. It may at times inflict a hardship on regular dealers, but they can stand a little inconvenience for the sake of the general good they derive in the elimination, practically, of the scoop-shovel buyer.

The loading of cars also to full 10 per cent above the marked capacity of the cars is undoubtedly a help to all, as the tonnage handled by the railroad companies is much greater in the same num-

ber of cars, thereby giving the railroad companies a better chance to fill their orders for cars. But be sure your grain doors are strong enough to hold the load, and also see that they are as high as the highest point of grain in the car.

Yours respectfully, R. G. RISSER.
Kankakee, Ill.

APPRECIATIVE.

Editor American Elevator and Grain Trade:—Inclosed find one dollar express order to pay for the "American Elevator and Grain Trade" another year. There are so many valuable hints in your journal that I feel that a grain man must be behind the times if he does not read it.

I have no troubles at present that can be remedied through your paper, although the time may come when I will be glad to ask other dealers for advice, and if it does I don't know of a better way than through the "American Elevator and Grain Trade."

Yours truly, H. B. ROBERTSON.
Bishop Hill, Ill.

INCREASING CORN EXPORTS AT NEW ORLEANS.

Editor American Elevator and Grain Trade:—Showing conclusively that the grain export business from New Orleans has reached proportions which admit of loading the largest vessels here at a profit is the most important reason for the improvement in the export of corn from this port during the last months of 1899, making good the deficiencies of the first part of the year and bringing the total up to that of 1898. The last week of 1899 reached the climax, and gave a bright promise for the year, for during that week New Orleans not only handled more corn than any other city in the Union, but exported more than New York, Boston and Philadelphia combined. The exports of those three Atlantic ports were 1,302,383 bushels, as against 1,315,547 bushels exported from New Orleans alone.

Business men of the shipping world are giving these matters careful attention, as under the influence of the promising future it is not too much to expect that New Orleans will eventually forge ahead of New York. Destiny points her out as one of the ports of the world.

Yours truly, FRANCIS P. SALA.
New Orleans, La.

A DEALER'S VIEWS ON VARIOUS TOPICS.

Editor American Elevator and Grain Trade:—My mental vision of the year's outlook is somewhat pessimistic. I might mention several things that are strictly personal, which becloud the future, but I hesitate to burden your columns with my wail of woe.

The actual scalper is not with us, but his specter occasionally flits athwart our pathway. The egotistical landlord of inherited acres, not liking my treatment of such nabobs as his lordly self, will not sell me any grain, but loads his own wheat with a scoop and feeds his corn to cattle.

The war revenue is a subject pregnant with injustice to many, and especially the grain dealers. In the discussion of this subject at the grain dealers' meeting at Council Bluffs a plan was presented showing how to evade the law. That put me to thinking whether it was right or honorable to concoct some plan to evade a nefarious law, or whether I should use my influence to have the law repealed or amended.

Are feeders getting more than their share of the grain? Ask a feeder that and he would answer like the Yankee: "What is the limit of my share?" Easily answered, by limiting them only to the entire quantity of corn raised. I believe they are using nine-tenths of the corn in this vicinity. If this state of affairs continues, in a few brief moons an elevator will be as useless as the fifth wheel on a wagon.

To-day the fortunate grain dealer is he who is not burdened with an elevator having expensive machinery, etc. The man with a dump-house is still secure, since his investment is small and his running expenses are minimum.

In the face of existing conditions I am perplexed

to understand the attitude of the railroads toward grain dealers and cattle feeders. The latter are shown every possible courtesy. At certain seasons they are given special rates, granted a pass for every two cars shipped. Train crews are often held waiting for stock to be loaded, and that same stock is rushed to market with marvelous speed. The railroads build and keep in repair suitable and sufficient yards for all kinds of stock. In contrast note the railroads' usage of the grain dealer. He must pay a rental (though small) for the ground on which his elevator stands. He is compelled to care for his property as they prescribe and at times await their pleasure as to securing cars, and what cars we do get sometimes!

The railroads think it presumptuous for a grain dealer to ask for a clean bill of lading. It would involve too much expense, etc. It does not matter to them that my losses have been over 500 bushels a year. By this statement I do not wish to give the impression that all my losses are through the railroads, for I think four-fifths of my losses are stolen at destination points, especially St. Louis. Since last September my losses in St. Louis alone have been 103 bushels.

As a business proposition, if the railroads were to carry to market one-half the corn that is now fed to cattle, their freight income would be increased 40 per cent. What strange anomalies are presented in this mundane sphere. Here I am praying that fat cattle may strike a price below bed-rock, for that would freeze out a lot of feeders and then I could do enough business to live on.

Hoping that your magnificent publication can put its shoulder to the wheel and aid in keeping the grain business on its feet, I am

Respectfully,
Hastings, Iowa.

J. R. G.

SHOULD FIGHT THE IMPOSSIBLE MINIMUM.

Editor American Elevator and Grain Trade:—We inclose a circular from Rumsey, Lightner & Co., Chicago, regarding minimum carloads, which explains itself.

Now, these are the worst lot of impossible rules that a sensible lot of men were ever guilty of letting a number of dudes on stools in the city, who, perhaps, don't know a wheelbarrow from a freight car, get together and fix up for enforcing against the grain shippers.

Will you not take this up and strongly urge upon all grain dealers' associations, commission men and shippers to take this up at once with their state legislatures, and let us have all the states agree upon what shall constitute a carload of grain? If we will we can stop this foolishness by having Iowa, Illinois, Indiana, Ohio and other states define a legal carload of grain and seeds.

If carried to the Supreme Court we do not think any railroad company could enforce the collection of freight on 35,000 pounds of oats when the dealer in no way could put in more than 28,000 to 29,000 pounds of 22 to 25 pound oats, unless he built a double deck on the car.

All shippers and receivers should write to the proper parties, and let us carry the war right into the enemy's country and see whether a grain shipper has any rights that the railway companies need respect. We believe this the best opportunity ever offered to get a uniform law that will tell the world what a carload of grain is. We are sure that the railway companies will quickly call this smart chap who originated this minimum weight table off his stool and send him out into the freight yard to find out that all freight cars are not alike, even if all coons do look alike to him. This foolishness has been going on all the fall and should be stopped now.

Yours truly, HARTLEY GRAIN CO.
Hartley, Iowa.

Chicago, January 22, 1900.

Dear Sir:—We beg to again call your attention to minimum on grain now in force by the different railroads east and west of the Mississippi River. [No matter what weight cars contain, minimum on every load east of the Mississippi River on all eastern connections is on oats 35,000 pounds, on corn 40,000 pounds.] The rules are enforced, and

by care in loading you may be able to save yourself considerable losses. These minimums apply on main lines west of the river. Branches and connections, however, except in some special cases, make same ruling. We cannot too greatly emphasize the ruling of all the eastern lines (who make the rules east of the Mississippi River). As an example, if you load a 40,000 capacity car to the roof with oats and only get in, say, 29,000 pounds, and it is sold "through billed or at the river," you are obliged to suffer a penalty of 25½ cents per 100 pounds from the Mississippi River to the seaboard on 6,000 pounds, which amounts to \$15.30.

MINIMUM.

C, M. & ST. P. R. R.

| Marked capacity. | Oats. | Corn. | Wheat. | Rye. | Barley. | Flax-seed. |
|------------------|--------|--------|--------|--------|---------|------------|
| 28,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 |
| 30,000 | 28,000 | 28,000 | 28,000 | 28,000 | 28,000 | 28,000 |
| 40,000 | 30,000 | 34,000 | 34,000 | 34,000 | 34,000 | 34,000 |
| 50,000 | 40,000 | 44,000 | 44,000 | 44,000 | 44,000 | 44,000 |
| 60,000 | 45,000 | 54,000 | 54,000 | 54,000 | 54,000 | 54,000 |

C. & N. W. R. R.

| Marked capacity. | Oats. | Corn. | Wheat. | Rye. | Barley. | Flax-seed. |
|------------------|--------|--------|--------|--------|---------|------------|
| 28,000 | 24,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 |
| 30,000 | 24,000 | 28,000 | 28,000 | 28,000 | 28,000 | 28,000 |
| 40,000 | 30,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 |
| 50,000 | 40,000 | 48,000 | 48,000 | 48,000 | 48,000 | 48,000 |
| 60,000 | 50,000 | 58,000 | 58,000 | 58,000 | 58,000 | 58,000 |

C., R. I. & P.

| Marked capacity. | Oats. | Corn. | Wheat. | Rye. | Barley. | Flax-seed. |
|------------------|--------|--------|--------|--------|---------|------------|
| 28,000 | 24,000 | 25,200 | 25,200 | 25,200 | 25,200 | 25,200 |
| 30,000 | 24,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 |
| 40,000 | 30,000 | 36,000 | 36,000 | 36,000 | 36,000 | 36,000 |
| 50,000 | 30,000 | 45,000 | 45,000 | 45,000 | 45,000 | 45,000 |
| 60,000 | 30,000 | 54,000 | 54,000 | 54,000 | 54,000 | 54,000 |

C., B. & Q.

| Marked capacity. | Oats. | Corn. | Wheat. | Rye. | Barley. | Flax-seed. |
|------------------|--------|--------|--------|--------|---------|------------|
| 28,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 | 24,000 |
| 30,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 |
| 40,000 | 30,000 | 36,000 | 36,000 | 36,000 | 36,000 | 36,000 |
| 50,000 | 30,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 |
| 60,000 | 30,000 | 56,000 | 56,000 | 56,000 | 56,000 | 56,000 |

Yours truly,

RUMSEY, LIGHTNER & CO.

MR. TYLER EXPLAINS.

Editor American Elevator and Grain Trade:—I have read with great interest the many communications found in your issue of January 15, which communications were brought out on account of my letter in the December number, headed, "Trade Rules Should be Better Understood." On the three hypothetical cases all of the correspondents seem to agree. There is, however, a point in the third case which appears to me has been overlooked by each of the writers. The case as stated by me was as follows:

Jones sells Smith 5,000 bushels of corn, Decatur terms, it being a grading and weighing point while in transit. The grain goes through Decatur to Indianapolis without being graded and weighed at Decatur. Smith makes returns on Indianapolis weights and grade. Jones objected and says, "Decatur terms prevailed in this contract." Smith says, "All right, you must send me Decatur weights and grade." Jones says, "It is your business to furnish them." Smith says, "No, it is the business of the seller to furnish to the buyer weights and grade." This was the case cited.

The point that Smith, the buyer, takes is, that it was the duty of Jones, the seller, to furnish the weights and inspection. This is the point that was overlooked by those who have written on this case. The buyer of this corn was located in Indianapolis, and the seller was located at a point west of Decatur, Decatur being the intermediate point. It appears to me that the seller of this grain should have notified the inspector in Decatur and furnished car numbers, and should have also notified the elevator here to furnish him with inspection certificates and certificates of weight, that he might forward them to the buyer, who was located in Indianapolis.

Strictly speaking the seller of grain should furnish certificates of weight and grade when delivering the grain. However, the custom is that the receiver of the grain, who is the buyer, furnishes them at destination as a matter of convenience. But, located as the buyer and seller were in this case, it appears to me that the seller should have notified those who handled the grain through Decatur that the certificates were wanted.

This transaction actually occurred, and the unfortunate part is that the grain passed through

Decatur, as I understand it, without being inspected.

Very truly,

B. S. TYLER.

Decatur, Ill.

SOME KNOTTY TRANSACTIONS EXPLAINED.

Editor American Elevator and Grain Trade:—We have read with interest all of the letters from grain merchants printed in your January issue, discussing the questions raised in Mr. Tyler's letter which appeared in your December number.

We think the letters of Mr. E. H. Wolcott, Mr. John J. Woodin and Messrs. E. R. Ulrich & Sons answer the questions.

The party who does not fulfill the terms of the contract is the one who is responsible for loss and damage. If we sell grain to a track buyer at, say, 30 cents, our track on September 5 for 10 days' shipment, and the buyer orders the grain shipped to, say, Baltimore, and the rate at the time of sale is 16 cents per 100 pounds, but notice is sent out by the railroad company that rates to Baltimore will be advanced to 19 cents per 100 pounds, effective on the 15th. Our time of shipment expires on the 14th, we say nothing to the buyer at expiration of the contract. On the 15th or 16th, when our ladings, with drafts attached, should be due at buyer's office and they do not turn up, he calls us up and asks if we got the grain off. We answer no; that we could not get cars; that it was not our fault; that we still had the corn, that we sold it to him our track and that as we had nothing to do with the rate, he could still have the corn if he wanted it, etc. The buyer replies that he had the grain sold delivered Baltimore, and that he would be obliged to fill his sale regardless of the 3 cents per 100 pounds advance in freight rate, etc. There is no question in this instance but that we, as sellers, are under moral as well as legal obligations to ship the grain and stand the advance of 3 cents per 100 pounds, as we have not fulfilled our contract. We took the risk of the weather and chance of our failure to secure cars when we agreed to ship within the 10 days.

Second—If we should sell grain as No. 3 or better, Memphis weights and inspections, and the buyer should order the same billed to him at Memphis, but before we shipped the grain, the buyer found he had sufficient running to fill his Memphis sales and should ask us to change the billing to Nashville, and we offer no objection, but bill the grain to Nashville. We in accepting the new billing waive Memphis weights and inspections and accept Nashville weights and inspections and should any of the grain fail to grade No. 3 at Nashville, we would be held responsible for difference in grade there, as we knew, or should have known, that grain billed from Decatur or from this territory to Nashville could not be weighed and inspected at Memphis, and we should have raised our objection at time billing was changed.

Third—If we sell grain for 10 days' shipment and fail to ship, the buyer has the right to buy the grain in for our account and charge us with the loss if market is higher, or cancel if the market is lower, as we have failed in our part and are at fault. But the buyer cannot arbitrarily extend the contract against our wishes unless he has such a stipulation in the contract at the time it was made, but we could insist upon its cancellation at expiration by paying the actual loss to the buyer in replacing the grain. If neither the buyer nor the seller gives the other notice at expiration of contract, we would consider the contract still in force until one or the other gave notice. The settlement should be adjusted on basis of the market at time of such notice.

Fourth—If we should make a sale of 5,000 bushels of grain on track at our station and should ship 5,300 bushels, the excess of 300 bushels should be settled for on basis of the market value our track on date last car was shipped, provided we furnished the buyer with an invoice of the actual weights (which all shippers should do), so that the buyer would know that we had overshipped our contract and he could protect himself by disposing of the surplus. If we should make the sale

delivered destination, then the surplus should be sold for our account or the shortage, if any, bought in for our account, on date of the arrival of the last ear at destination, and it is customary for the buyer to charge the regular commission in that market for disposing of the surplus or buying in the shortage.

Shippers should not over or under ship their contracts when it can be avoided, as quite frequently cars are shipped to interior points and the buyer has a certain number of cars sold, possibly at a loss when markets advance suddenly, in which instance the single-car consumer will give him no more credit for a car of 1,000 bushels than if he had shipped but 600 bushels. And here we will answer Smith-Hippen Co.'s query which was printed in your January number, in which they ask, "If Jones sells Smith of Boston 10 cars of corn for future delivery, say two months, and when time of shipment arrives Jones desires to cancel the sale and offers Smith the market difference on basis of 600 bushels to the carload, or on basis of 6,000 bushels. Smith demands 7,000 bushels as a basis of settlement. No settlement is made and Jones ships the corn, 7,000 bushels, but loads same in seven cars instead of 10 cars. Can Smith demand the additional three cars of corn? The rule in Boston being, or claiming to be, that a carload is a carload regardless of how many bushels there are in it?"

We think in this instance that Smith of Boston should have stated in his confirmation that he was buying 10 cars, amounting to 7,000 bushels, and if he did not do so, then he should have canceled with Jones on basis of 600 bushels per car, or 6,000 bushels, unless the corn was sold delivered Boston proper, in which case Boston official rules would govern and Jones could have insisted on cancellation and settlement basis of 6,000 bushels, or in accordance with Boston official rules, but as Jones did not avail himself of his right but waived same by conceding Smith's claim of 7,000 bushels as being the amount of the 10 cars, Jones should have loaded the 7,000 bushels in 10 cars instead of seven cars. As he did not do so, but loaded in seven cars only, he would still owe Smith three cars of corn. This decision is a little hard on Jones, as Smith of Boston bought 10 cars and probably sold one car here, and two cars there, until he had sold the 10 cars in all, and to several different consumers, and he could not fill his sales with seven cars and he would get no credit for 1,000-bushel cars except the consumers who received them would feel a little better that they were getting even on the small cars they got the last time market advanced, or the large cars that were put in the last time the market declined. Yet Smith would be short three cars to the consumers whose orders were not filled, which he would have to furnish, and as Jones is to blame for the shortage of the three cars, he should furnish them and charge the loss to experience.

We will also answer Smith-Hippen Co.'s query in which they ask, "If Jones sell Smith five cars of corn (Jones is responsible and has ample means and good credit), and he invoices the corn and draws on Smith in full with bill of lading attached to draft, Smith declines to pay the draft and returns same to Jones unpaid, and Jones afterward disposes of the corn elsewhere, can Smith hold Jones responsible for the difference should price on corn in the meantime have advanced, or has Jones a right to consider such contract canceled by non-payment of draft by Smith?"

Our decision would be that Jones would be responsible to Smith for all loss or damage for the reason that in making the sale Jones guaranteed weights and grade at some particular point mentioned in the contract, or at destination if no particular point was mentioned, and it is the custom of the trade to leave a reasonable margin on drafts to make this guarantee good, regardless of the standing of the seller. If Jones made the sale his own weights and buyer's inspection at his station (which is hardly ever the case), it would then have been in order for him to have made his drafts for full amount of invoice, but not otherwise.

We would like to make a few comments on the

address of Secretary Stibbens of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, but we will not ask more of your space now.

We think these discussions a move in the right direction and desire to thank Mr. Tyler for starting the ball rolling. We say, roll it again.

Respectfully, SUFFERN, HUNT & CO.
Decatur, Ill.

CANADIAN ELEVATOR COMMISSION.

The Canadian Elevator Commission which some weeks ago made a pilgrimage through Manitoba, searching at the stations of the railway lines running westward from Winnipeg for evidences of an "elevator combine" and witnesses to its wicked works, resumed its investigations at Winnipeg during the last week of January. Conditions in Manitoba are somewhat different from those in the United States. The business of buying wheat has already gotten largely into the hands of comparatively a few great companies who operate standard elevators at the railway stations through employees. There are some independent buyers, but shipping independently of the elevators is done more or less by the farmers themselves when it is done at all. There have been, of course, all kinds of complaints by the farmers: that "the combine" has fixed prices arbitrarily and fixed them too low; that the dockage from the farmer has been excessive; that the local elevator managers are paid a bonus when at the end of the season there is a surplus—in other words, are encouraged to steal from the farmer, and so on—all cumulative testimony that human nature is pretty much alike everywhere, without regard to imaginary international boundary lines. So when the newspapers had worked up sufficient public sentiment, the commission was sent upon its travels to find out how much of the uproar in the Northwest was justified by the facts.

The testimony taken at Winnipeg was very voluminous. So much of it as appears in the Winnipeg newspapers is not entirely interesting. Most of it was of the kind that proved nothing, except that many farmers are not satisfied with conditions and believe they are being robbed without being able to exactly tell how it is done. As a basis of a fair charge for dockage, one farmer thought it should be the actual cleaning test at Fort William, and then he said, if the farmer got back the screenings he could afford to pay one-quarter of a cent for cleaning. It costs the farmer, this one said, a cent a bushel to clean it himself and then he has to stand some dockage at the elevator just the same. But another farmer said the objections to the farmer's cleaning his own wheat was the surety that by so doing his noxious weeds would be multiplied. Again, while some farmers thought the flat houses essential to their protection, their real grievance being the necessity of selling to the elevator men, others thought the elevators would always get the bulk of the trade, for obvious reasons. E. D. Moore, a conspicuous witness, voiced a familiar note when he said that "the elevator owners ought not to be allowed to be buyers of wheat, but only storers and shippers," which is carrying the ideal doctrine of the public warehouseman to its farthest extreme. This witness, who was buying wheat in August, said he could not get elevator storage for grain he purchased, although the houses to which he applied were empty. This was, he thought, conclusive evidence that a "combine" did then and there exist. No witness was able to swear that he knew of any elevator owners who offered a bonus to their buyers in proportion to the quantity of wheat stolen by them for the company—had only "heard of them."

Practical men found that as to surplus or shortage, in a series of years, the elevators would run about even—running over one year about the amount of the deficit of a previous year. However, when a deficit occurred, the owners "suspected dishonesty," without necessarily committing themselves when a surplus was found, although one witness agreed that a large surplus also "would indicate dishonesty." Arthur Atkinson, of the Northern

Elevator Company, thought there was every year a gross surplus on a business of seven to ten million bushels. James Carruthers of Montreal and Toronto, on the other hand, said that at Kingston, for example, there is always a shortage of graded wheat of 20 to 25 bushels per 1,000 when unloading wheat loaded at Fort William, and about the same via Midland or Owen Sound. This shortage by the time the stuff is unloaded on the other side reaches 50 bushels per thousand. "For protection," he testified, "the general rule is to guarantee an outcome within 1 per cent; in London and on the continent, the practice is to sell full out-turn and pay for the shortage. As to the reason for shortage, no two men weigh exactly alike, and there is a leakage in ears. In handling large quantities of No. 1 hard clean wheat, say 50,000 to 100,000 bushels, between terminal elevators where the scales are in first-class condition, the grain to be stored say six months, then reshipped into cars, giving a rail haul of 500 or 600 miles, he thought 1 to 2 per cent would be a fair allowance for shortage. he would not like to buy without that margin. Vessels, he said, guarantee delivery of the weight of wheat received; the railways do not guarantee the weight. For delivery at St. John's the shipper guarantees weight."

This suggested the weighing question, which is a cosmopolitan one. So Robert Kay, assistant inspector of weights and measures for Manitoba, told what he knew of elevator scales. He had had occasion to reject certain scales, but he had never found any that were deliberately "doctored" to deceive. When a scale is rejected, it is tagged to give the public notice of its condition, and the elevator is required to shut down until the scales are replaced or repaired. H. S. Paterson, an ex-grain buyer, thought the farmers' complaints largely imaginary, but that "the weighing at Fort William should be done under government supervision."

Later on, during the investigation, the Commission visited Fort William and its elevators, and there took the evidence of Matthew Sellers, manager of the C. P. Ry. elevators at that point. His statement in brief was substantially as follows:

"The wheat, on arrival, having been officially inspected, is taken in the original cars to the elevator. The grade of each carload is communicated by the inspector to the elevator manager. The wheat is shoveled out by machinery and elevated, each carload being kept distinct. When all is out and the car swept clean, the signal is given, and the weighman weighs the carload and notes the weight. The wheat is then run into the bin reserved for its grade, whatever it may be. This is the case with wheat that has been cleaned.

"Where the wheat is to be cleaned, it is run, not into one of the regular bins, but into a cleaning bin, the gross weight being noted. From the cleaning bin it is run through the cleaner, then weighed again, the weight of the cleaned wheat being noted, and after cleaning is run into bin according to grade. The question whether wheat shall or shall not be cleaned is determined not by the elevator man but by the inspector.

"The instructions given by the inspector are not to clean out a certain per centage, but either 'No. 1 hard' or 'No. 2 hard' 'to be cleaned,' or to 'clean to grade' No. 1 or No. 2, as the case may be. The general instruction is to take as little out as possible to bring the wheat to the grade required, and this instruction is followed. If the wheat is to be graded after being cleaned, it is officially inspected after cleaning and before being binned.

"In weighing, the elevator allows itself 60 pounds on a 40,000-pound car and 100 pounds on a 1,000-bushel car. This is the invariable rule, and is not either reduced or exceeded. The object of the allowance is to provide against inevitable loss in handling, and the experience is that it is barely enough to cover that loss.

"Wheat is not binned according to districts or on any other basis than the grade. When No. 1 hard, for instance, is to be shipped out, it is taken from any bin in the elevator devoted to that grade and it is found that the wheat runs fairly uniform. In taking in wheat, no matter what the 'rush' of cars may be, the elevator works long enough each day

to take in the cars arriving during the day. There are no cars left over under any circumstances.

"As to the screenings, besides the dust, which is lost, there are three kinds, which are differently disposed of. The seeds are worth nothing; they will not even burn. They are thrown out with the ashes. The straw and light stuff is usually burned, but a portion may be mixed with the more valuable screenings; the best class of screenings consisting of poor wheat, buckwheat, etc., is sold at \$4.50 per ton to a contractor. The amount of screenings varies with the character of the year's crop, but the most ever taken was 700 tons, the amount of grain handled that year being about 17,000,000 bushels. About two-thirds of the wheat received does not require cleaning. In a good many cases, however, the farmers find that it pays better to ship the wheat as it comes from the thrasher, and allow the cleaning to be done at Fort William."

They have the usual leaky cars, bad doors, etc., but Mr. Sellers said that, "as a general thing, the cars arrived in good condition. But, where there was any leakage, through imperfection of the car, it was allowed for—the Canadian Pacific Railway Company lost that. The loss of weight, so often complained of, was declared to be due, in many cases, to error at point of shipment," especially when loaded by the farmer.

"In shipping the wheat, say by boat, the process of weighing is again gone through. As the wheat streams out the government inspector or his assistant is constantly taking samples to see that wheat of the required grade is going through any given spout. Under the new act, it is not permissible to mix the grades aboard a vessel, and the government inspectors are there to see that the law in this respect is complied with. Wheat of two or more grades may be put on the vessel, but the grade in a given compartment must be designated in the bill of lading." A case of mixing on board the vessel has been recorded, but under the present system it can hardly be repeated.

While Arthur Atkinson said that during the three years he was connected with the Northern Elevator Company his investment in that company netted him 29 per cent per annum, on a business of seven to ten million bushels handled annually, representatives of other companies had not so rosy a tale to tell. Robert Muir, of Robert Muir & Co., indeed, "unhesitatingly expressed the opinion that the grain business had been a misfortune to those engaged in it; more money had been lost than made in it." What with bad weights and off-grades, "taking the whole year he would be well satisfied with a profit of three cents a bushel, including elevator charges; he had not realized this. There were individual instances in which it went up to even 4 cents, but in other instances there was nothing at all. There were places where it was now costing 10 cents a bushel to buy wheat."

And in spite of the charge that the "combine" fixed prices, R. P. Robin, testifying as president of the Dominion Elevator Company, said his aim was to get 1½ per cent gross profit over and above the elevator charges, but he had never yet realized that on the average for a year, owing to the competition, which, from his experience, he knew to be, in Manitoba and the Northwest Territories, the keenest in the world. The statement that there was a combination amongst buyers for the purpose of depressing the price of wheat was an absolute falsehood, a slander, and a libel on men engaged in the trade. So keen was the competition that he had known wheat to be bought for 10 cents a bushel more than it could be sold for at Fort William. Another result of competition was that wheat is overgraded—graded No. 1 hard when it should be No. 2 hard. The Dominion Elevator Company had always lost money on the grades. The farmers had gained many thousands of dollars through this competition."

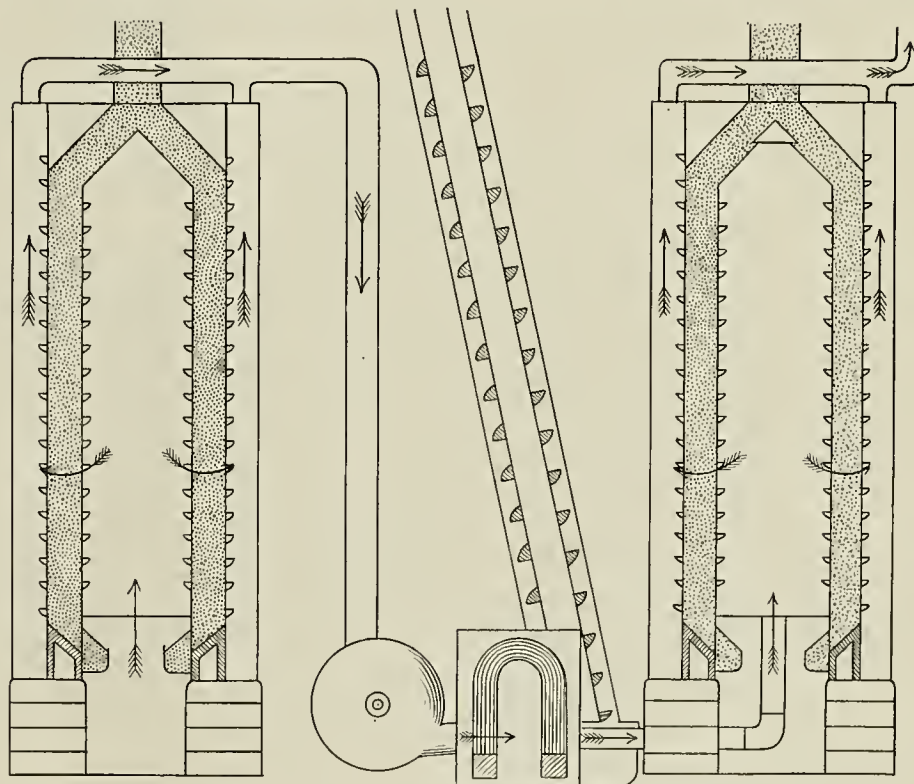
One of the humorous features of the investigation was the examination of a newspaper man, who had been largely responsible for the awakening of public opinion by his attacks on the alleged combination; but when examined closely, he was quite unable to identify anything except the fact that his "reporter," who had since removed to Ontario, had made the

discoveries on which his editorials and speeches had been based.

Rev. Dr. Douglas, author of the present elevator bill for the relief of farmers, recommended the system in vogue in Minnesota as an advisable one for adoption in Manitoba, whose system is, he said, altogether too cumbersome and expensive. He believed that the grain dealers were handicapped by monopoly; they suffered excessive dockages and could only protect themselves by falling back on the producer. He had made careful calculations of the dockages and other expenses of Manitoba's elevator system and he believed it would pay the country to buy out the entire plant and make elevators entirely free. The cost to the producer of shipping for two years would be sufficient to accomplish this. The monopoly granted to the elevator owners by the Canadian Pacific was a direct violation of the railway act, and according to this act the Canadian Pacific and other railways could be compelled to furnish the same transportation facilities to shippers of grain as to the shippers of other merchandise, which, he claimed, is not now the case.

THE PERFECTION GRAIN DRIER.

A grain drier is a valuable adjunct to any elevator handling a considerable amount of grain.

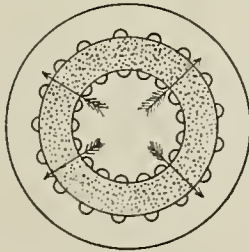


SECTIONAL VIEW OF THE PERFECTION GRAIN DRIER.

That its use is profitable is proved by the increasing number being installed in the leading grain handling plants of the country.

The Perfection Drier, a sectional view of which is here shown, is constructed entirely of metal and can be put in anywhere without increasing the fire hazard.

The Drier is composed of two separate chambers or sections. The small cut shows a cross section



CROSS SECTION OF DRYING CHAMBER.

of one of them. The hot air is blown up in the central space and passes through the perforated walls inclosing the descending grain. Then from the outer space of the chamber the air passes out of the building through a pipe, carrying off all steam and odor.

The grain is dried both by radiation and direct contact with the heated air, while passing downward through the right-hand chamber. It is then elevated to the cooling chamber, which is constructed the same as the drying chamber. By passing through the grain in this chamber the air be-

comes heated to a certain extent and this heat is utilized by conveying it into the eye of the fan, which forces it through a network of steam pipes on its way to the hot air chamber.

The drier is so arranged that cold air can be used in both chambers if desired. It can also be used as a bleacher by simply arranging to feed air laden with sulphur fumes to suction pipe leading to hot air chamber.

Where elevators do not have steam, radiating coils are placed in the hot air chamber and cobs or other refuse can be used as fuel for supplying the heat, without tainting the grain with smoke. These driers are built with capacities ranging from 250 to 2,500 bushels per hour.

The manufacturers are Tweedale & Harvey, room 77½ Traders' Building, Chicago, to whom all inquiries for further information should be addressed.

THAT IOWA CORN.

Commenting on the "German Corn" discovered by Farmer Clarkson and his Des Moines Register, a reference to which was made on page 289 of the December number of this paper, W. C. Knight of Colfax, Ill., has written the Bloomington Pantagraph as follows:

"The most surprising thing about this surprising

corn is the moderate yield claimed. We could easily figure a yield of 1,000 bushels per acre from the ears claimed for each hill. However, we do not wish to criticize but to congratulate our Iowa friend, both upon the importance of his discovery and the modesty of his claims, not forgetting the philanthropic spirit which leads him to make it public.

"As we are unwilling that Illinois should be behind Iowa in her labors to advance the interests of agriculture, we avail ourselves of this opportunity to discharge a long-neglected duty by calling attention to a new and important discovery by a neighboring farmer.

"Mr. Elias R. Munchausen (familiarily known as Li. R. Munchausen), of Nowar, near here, owns the traditional farm whose soil is so rich he cannot raise pumpkins, because the vines grow so fast they wear the pumpkins out dragging them over the ground. To obviate this difficulty, and in order to give the vines an upright habit of growth, he fertilized the blossom of the vine with the pollen from a corn tassel, and the result is an entirely new product, which he has christened 'puncorn.' This new plant has a stalk resembling that of the corn plant, but bearing, instead of the usual ear, a perfect pumpkin in place of a tassel. These fruits are found to possess all the good qualities of the old-fashioned Thanksgiving pumpkin, and in addition the rich nutty flavor of fried mush. Most surprising of all, they are filled with from a peck to a half bushel each of

shelled corn in place of the comparatively useless pumpkin seeds. This product has been found to be an incomparable stock food, combining as it does the succulent qualities of the pumpkin with the fattening properties of corn. It is especially useful for feed for milk cows, and this doubtless accounts for the comparatively low price of butter in our local markets, which some producers have been uncharitable enough to charge to the meanness of the dealers.

"In anticipation of numerous inquiries we would say that the seed of 'pumpcorn' will probably not be offered for sale in the usual way, but copyrighted and brought before the public by a well-known horticulturist who is skilled in such matters."

On the whole, we think we will have to cast our vote for the medal for Mr. Knight, however unquestioned the magnificent possibilities of the Iowa contestee.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Orders Must Be Produced or Their Loss Accounted For.

In the case of Brafford against Reed, the former alleged that he had furnished grain, flour, meal, etc., to tenants of the latter upon the latter's written order. Without producing these orders or accounting for their loss, he undertook to prove by his miller the delivery of these articles. This was objected to, and the objection sustained. The question of the correctness of this ruling was then taken to the Supreme Court of North Carolina, and that tribunal upholds it. The court says that these orders were not collateral to the issue being tried, but the evidence upon which the alleged indebtedness was founded. And it declares, 34 Southeastern Reporter, 443, that it sees no reason why the orders did not fall within the general rule that the best evidence must be offered, or its loss accounted for, before secondary evidence is admissible.

Measure of Damages for Misrepresentation of Quality of Hay.

Certain dealers in hay and grain bought a quantity of hay upon a representation that it was like some sample bales shown. It was to be delivered on board cars. They arranged for its sale to parties at another point. The latter found it unmerchantable, and held it subject to the dealers' order. It was finally disposed of to the consignees at half the billed price. Circumstances surrounding the transaction warranted a finding that the farmer had made misrepresentations as to the quality. The dealers sued him for damages for breach of contract. The case was taken up to the Court of Appeals of Kentucky, and the latter holds, Merkley against Phillips, 53 Southwestern Reporter, 1037, that the fair criterion of damages for the misrepresentation was the difference between the value of the hay as it actually was, being the price finally obtained by the dealers, and the price paid for it, plus the freight to the point to which they shipped it.

"Future" Brokers Accounted "Winners."

The Supreme Court of Illinois has given a very important construction to the statutes of the state relative to gambling in grain, in the case of Kruse against Kennett, 54 Northeastern Reporter, 965, where it reverses the Appellate Court. It has heretofore committed itself to the position that the remedial portions of Section 132 of the criminal code authorizing a recovery of losses by gaming may be resorted to by a loser in a transaction denounced as gambling by the provisions of Section 130, which are to the effect that contracts for one to have or give to himself or another the option to sell or buy at any future time, any grain, etc., shall be considered gambling contracts.

Here, however, the Supreme Court goes further, and holds likewise applicable the additional provision of Section 132, which authorizes any person to sue for and recover treble the amount of the

loss, one-half to the use of the county and the other to the use of the person suing, in case the loser does not without collusion bring an action within six months to recover his losses.

It was forcibly and vigorously urged that the remedies provided by Section 132, by the express terms of the section, were to be enforced only against one who was "winner" in the transaction, and that the parties sued were but the brokers or commission merchants engaged by the loser to conduct the negotiations and make purchases and sales for him, and that while he might have paid money to them, the money so paid was for the purpose of securing them against loss upon his purchases and sales of grain and for the purpose of paying his losses to those who did win on the contracts made by them for him. But the Supreme Court says that the allegations were that the loser in this case did make such illegal contracts with these brokers or commission merchants, and that he paid to them the losses on such contracts. And it thinks it clear that they won such sums so paid to them, and holds that the fact that they lost the same sums to other parties did not make them any the less "winners." So that it holds that a good cause of action against them was disclosed.

Title to Grain Does Not Pass to Public Warehouseman.

Section 1 of Article 13 of the constitution of the state of Illinois declares: "All elevators or storehouses where grain or other property is stored for a compensation, whether the property stored be kept separate or not, are declared to be public warehouses."

A grain dealer operated two elevators. He bought, shipped and sold grain on his own account, and received grain in store from farmers in his elevators. An owner of about 3,000 bushels of oats and 5,000 bushels of corn hauled and stored the same in the elevators under an agreement that the same was to remain his grain, subject to his own order until such time as he saw fit to sell; and the agreement provided that he should pay one-quarter of a cent per bushel per month after the first day of November, if left until that time. The grain was delivered from time to time, commencing in June and ending September 29.

In July, 2,700 bushels of the oats were sold to the elevator man; but the balance of the grain remained in store. On October 2 the sheriff levied upon and seized this balance of the grain under an execution against the elevator man. Was the grain so seized under these circumstances the property of the elevator man, and, as such, liable to be taken and sold under execution against him, or was it at the time of the levy still the property of the original owner?

This question was raised by an action of replevin brought by the latter against the sheriff. The Supreme Court of Illinois answers it in favor of the original owner, and against the contentions of the sheriff. (Yockey against Smith, 54 Northeastern Reporter, 1,048.)

The Supreme Court says that the finding that the grain in question was stored under a contract by which the party bringing it to the elevator was to pay as compensation for storage a certain amount per bushel after November 1, in connection with the evidence showing the time and manner in which the elevator man had been engaged in the grain and warehouse business, established as a fact that the warehouses kept by him were public warehouses, within the meaning of the constitution and the statute, and that the grain was received by him as a public warehouseman. And if he received the grain as a public warehouseman, the court holds, the title to the property did not pass to him but remained in the original owner, and it could not be taken and sold for the elevator man's debt.

It is plain, the Supreme Court thinks, that the proprietors of public warehouses, such as were kept by this elevator man, do not become debtors of the owners of the grain stored, but, on the other hand, they are custodians, charged with the duty to restore, in quantity and quality, such grain

as they may receive. This rule, it adds, is demanded for the safety and security of those who intrust their grain to the keeping of persons engaged in the public business of warehousemen.

Another point made is that if the grain was placed in the warehouse under a contract it was to be held for the original owner, subject to his order and control, and it was so held. It could make no difference what kind of a warehouse it was in, as no title could pass under such an arrangement, and a creditor of the warehouseman would have no right to seize and sell it for the latter's debts.

CHICAGO BOARD OF TRADE.

The annual meeting of the Chicago Board of Trade Association was held on January 15, when President Wm. S. Warren was formally introduced to the 250 members present by his predecessor, R. S. Lyon. In his annual address President Warren handled the situation in which the Board, as an exchange, finds itself with entire frankness. He said substantially the following:

There is no denying that the Chicago Board of Trade is retrograding and has been for several years. How to arrive at the causes of our retrogression and what remedies to apply to check it are the important questions of this hour. Shall we add to the objects of our organization that we exist "to grind out quotations for bucket shops," "to provide a medium for the collection of put and call money" and "to facilitate the gathering in of carrying charges by warehousemen four times yearly?" Candidly, are these not a large part of our occupation at present? Our principal trouble seems to be a lack of buyers for our wares, both for cash and future delivery. And why this lack of buyers? Partly from natural causes, but also because buyers have been discriminated against and legislated against for many years. Our system of long future trading has driven all the capital in the grain trade into warehousing and driven out all speculative support through sheer weight of almost ceaseless carrying charges, year in and year out, owing to enormous artificially accumulated and tenaciously held stocks. The combination of our present warehouse laws and only four deliveries yearly is utterly incompatible with a broad, speculative market, and events are proving it, and we all know that speculation is the lifeblood of the grain market. Our elevator friends should be as greatly interested as any of us, for when the speculative market is gone entirely and their opportunity for hedging gone with it, they, too, will be seeking new methods. Would not a shortening up in the periods of future trading help matters by compelling more frequent settling days and a more equitable distribution of the burden of carrying charges? And would not general shipping business be stimulated by more frequent deliveries and the greater availability of cash property? I answer "yes" to both.

Our cash grain trade also has suffered through abuse of the practice of mixing grades of wheat and through the incompetence of our state inspection. This seems to be true of many American markets, but especially of Chicago. Within a twelvemonth public meetings of grain merchants in England have been held to devise new methods of handling American grain owing to the unreliable character of American grades and certificates, and bitter complaints have come to private individuals and to the officials of the board. As recently as last Wednesday press cables from Marseilles stated that owing to dishonest grading at American gulf ports that market would handle no more American wheat except on sample. Time was when under Chicago Board of Trade inspection our certificates passed current as money in any market in the world. It is high time this question of dishonest grades received the overhauling it deserves, not only in Chicago but in other American grain markets.

Privilege trading is not only illegal, but it is a great detriment to the market, inasmuch as it hampers fluctuations and thus helps smother speculation. I am aware that there is a great difference of honest opinion on the merits of this subject among us, but I think there should be none as to the propriety of suspending the practice until legal objections are removed, either through legislation or the courts. The position in which nearly all commission houses place themselves through privilege trading would discredit a lot of schoolboys. Our attitude of suppressing this traffic in the lower corridor but tolerating it on the exchange floor is ridiculous and reprehensible.

The bucketshop question is the same old sore, and it is thrashing old straw to go into it. The struggle against it must be kept up, but it seems unjust for our board to go on spending its money fighting it single-handed. Much more could be accomplished by cooperation with other exchanges, which, in all fairness, should be ready and willing to assume their proper share of the burden—or by a less generous distribution of our quotations. But here, up to this time, unfortunately, the courts seem to have headed us off completely. National legislation is, perhaps, the only method of completely eradicating this evil. Bucketshop method within our own organization, as revealed by recent disclosures, is an even more insidious evil, and must be fought to the bitter end. After we have purged ourselves of contempt at the bar of public opinion we can more consistently combat evils outside.

The policy of retiring memberships pursued during the last year should be continued, and the conditions for admission of new members should be made more stringent. Genuine and permanent reform can only come through elevating the character and responsibility of our membership and increasing the value of our certificates.

In behalf of your directors and officers I venture to hope

for your earnest support and cooperation during the coming year. We have been woefully deficient in this in the past, and false ideas have taken root regarding the duties of members in reporting violation of rules, which have seriously interfered with proper discipline. When we witness irregularities without bringing the perpetrator to justice we become accessories to the act and are false to the organization and false to ourselves. This administration is committed to no interest, nor to any policy except to rigidly enforce your rules without fear or favor. The will of the majority of this board is our will. Our sole aim will be the greatest good to the greatest number, and, in so far as our ability lies, every member of this Board will get all he is entitled to from the organization, but no more.

I beg your indulgence but a moment longer while I read a contract which bears the signature of every member of this Board. With many of us it was so long ago that we are liable to have forgotten it:

"We, the undersigned, members of the Board of Trade of the City of Chicago, do, by our respective signatures and by virtue of our membership in said corporation, hereby mutually agree and covenant with each other and with the said organization that we will, in our actions and dealings with each other and the said corporation, be in all respects governed by and respect the rules, regulations, and by-laws of the said corporation as they now exist or as they may be hereafter modified, altered, or amended."

Is there any reason in the world why we should not abide by this solemn compact, both in letter and spirit, just as rigidly as we live up to our money contracts? I think not. Let us be true to our organization. Let us be true to each other. Above all, let us be true to ourselves.

The speaker closed his address by recommending the following reforms:

The abolition of all put and call trading either in the exchange building or out of it.

A commission rule, with expulsion the penalty for its violation.

The prohibition of trading for any clerk except on the consent of his employer.

The limiting of future trading to futures distant not over sixty days.

Vigorous prosecution of bucketshop practices everywhere and mandatory expulsion the penalty for any bucketshop practices within the exchange.

The annual reports showed a membership of 1,809; the membership fee is \$50. The bucketshop campaign cost \$8,171. Forty-three keepers were indicted, of whom fourteen were found guilty and fined, six fled to avoid arrest, and others are waiting trial; nine shops have closed since the keepers' conviction and six others closed to avoid prosecution.

As a starter of a general campaign against the bucket shops, ex-President Lyon at this meeting offered the following resolution, which was unanimously adopted:

Resolved, That the President be and is hereby empowered to call a convention of the leading commercial exchanges of the country, to be held in the city of Chicago, to take up the question of uniform commission rates, and also the question of national legislation looking to the suppression of bucket shops.

Subsequently President Warren issued a call for a convention of delegates from all grain exchanges of the country to meet at Chicago on February 13, to consider the subjects of national suppression of the bucket shop and of a uniform minimum commission charge. That convention is in session as this number of the "American Elevator and Grain Trade" goes to press.

At the directory meeting on January 16, the standing committees and the following officers, among others, were reappointed: Flaxseed inspector, S. H. Stevens; weighmaster, H. A. Foss.

At this meeting the following resolution was adopted:

Resolved, That all trading in so-called "puts" and "calls," as the same are defined by the statutes of Illinois, or any payment of money connected therewith, is hereby expressly prohibited in the exchange-room and shall be deemed dishonorable conduct under the provisions of Section 9 of Rule 4 of the Rules of the Board of Trade of the City of Chicago.

This resolution was formally promulgated on January 17, when it was read from the balcony by Secretary Stone. It created quite a stir on the floor and there was some show of resistance, but as all the private wire houses subsequently withdrew from privilege trading in accordance with the resolution the "put and call room" (the "can") was four days later formally closed. On Monday, February 5, by a vote of 623 to 373, the Board decided that the rules of the Board should be amended so that "no member may trade in puts and calls either in or out of the exchange building, nor may he contract to deliver to himself any of the articles dealt in on the Board of Trade in violation of any criminal statute of this state;" violators of the amended rule to be made answerable to both the state of Illinois and the Board of Trade.

IN THE COURTS

Application has been made for a receiver for the Crescent Elevator Company at Kansas City, Mo.

Herman Kieper has sued the Wabash Elevator Company at Toledo for \$10,000 damages. He alleges that through the negligence of fellow employees his foot was crushed in the elevator.

Chas. T. Thompson has made his final report as receiver of the Minneapolis Terminal Elevator Co. It shows total receipts of \$173,084.40, and disbursements of \$162,613.70, including dividends to creditors of 40 per cent.

In the case of Victor vs. Trickey, tried at Lawrence, Mass., the plaintiff sought to have the court set aside a bill of sale of grain to a third party. It was alleged that defendant was not of sound mind at the time of the transaction.

W. P. Ayres has sued the Little Rock Mill & Elevator Company at Little Rock, Ark., for \$225. He alleged that the defendant company sold him "adulterated or decomposed and poisonous" feed, which killed his horses, valued at the amount named.

In the case of Minneapolis & Northern Elevator Company against Traill County, North Dakota, the court holds that a tax levied on grain in store in an elevator on April 1 is lawful and must be paid by the elevator, although in the case at bar the grain belonged to a party living in Montreal, Canada.

The Updike Grain Company has sued the Weare Commission Company at Omaha to recover \$2,000, the amount of alleged peculations by the plaintiff's employee. The Updike Company alleges that its agent at an interior station invested the money intrusted to him to buy grain on its account in options dealt in by the defendant company, these investments being unauthorized by the Updike Company.

In the case of Hall & Robinson of Kansas City against H. A. Nolte of Elkhorn, Neb., the court at Lincoln, Neb., February 1, found for the plaintiffs in the sum of \$636.17, with interest from July 17, 1897. Defendant sold corn to plaintiffs, Baltimore delivery. The latter contended and proved that it was to be graded at Baltimore and paid for as graded, while defendant held that all the corn was to be paid for at 10 cents per bushel f. o. b. Elkhorn, no matter what it inspected. The sum demanded was the amount of an overdraft.

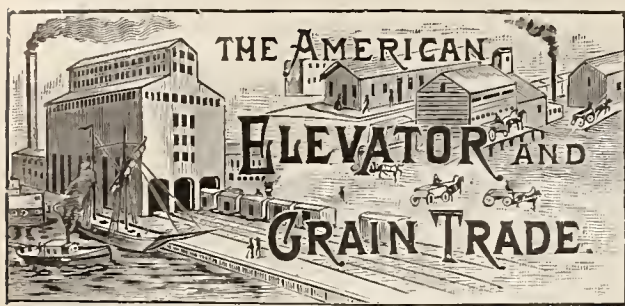
The recent action of the Reliance Mills Co. of Providence, R. I., against the N. Y., N. H. & P. R. R. Co. to recover damages for alleged negligence, failed. The Reliance Company's declaration contained 997 counts for damages, aggregating \$40,000. It was alleged among other things that owing to the railroad company's delay, eighteen cars of corn, receipted for as in good order, became heated and spoiled. The court in its decision said that the plaintiff company failed to satisfy him that the damaged corn was in good condition when it arrived in Providence and what disposition had been made of this damaged corn; or for what length of time the stoppages of the mill were caused by the defendant company. The court says that no notice was given to the defendant that any such claim was to be made until the bringing of the suit, so the defendant had no opportunity to investigate or to attempt to save itself from a total loss, and that the plaintiff is not entitled to recover on his claim. The court further does not believe the plaintiff entitled, under the proofs, to recover on its claim for the mills being stopped, for it now appears that the mills were run at a profit and the defendant's counsel urged there could be no loss in stopping. In regard to the third claim of the plaintiff, for delay in delivering cars, the difference in the price of corn at the date when it notified the defendant to deliver cars and the date when it actually received them, the market having been a constantly falling one, and this claim applying to between 400 and 500 cars, covering a period of between two and three years, holding that it was necessary for the plaintiff to show, as a right

to recover, that it was ready to receive the freight on its private track; but the proof shows, the court says, that the plaintiff notified the railroad company to deliver cars as soon as it was itself notified of the arrival of the cars in Providence, without any regard as to whether its private track was clear, and that the string team man, who moved the cars to plaintiff's track, was frequently ready to haul cars to the mill and was prevented from so doing because of the glut of loaded cars on the private track. The burden of proof was on the plaintiff to show it was ready to receive freight at all reasonable times after it ordered it, and this the court thinks it failed to do.

An interesting case was heard at Albany, N. Y., recently, entitled the Schenectady Elevating Company against the Delaware & Hudson Railroad Company. In 1865 the Rensselaer & Saratoga Railroad Co., since leased to the D. & H. Canal (Railroad) Company, made an agreement with E. H. Maxon & Co., since succeeded by the Schenectady Elevating Co., by which Maxon & Co. agreed to build a grain elevator for the purpose of storing and transporting grain and merchandise from the Erie Canal to the cars of the said company, and in consideration the railroad company was to have the use of the tracks laid in the vicinity of the elevator and lay and maintain to and around the elevator and storehouse all the tracks necessary to facilitate the transfer of the grain with reasonable dispatch and convenience, and to carry same over the road at as reasonable rates as the company would give any other parties. The elevator was built and operated satisfactorily to both parties until the year 1892. In that year, beginning on April 9, the elevator company alleges, the railroad company declined to transport merchandise on as favorable terms as given others. Afterward the tracks about the elevator were torn up and removed, cutting off the building from all connection with the railroad lines and making it entirely useless for the purpose for which it was constructed. The company further alleges it had found a lessee of the property at a good rental, but that the prospective lessees refused to sign the lease owing to the railroad company's refusal to live up to its original contract, and claims damages of \$100,656.67 therefor. The defendant company entered a motion for a non-suit, which was granted, the court agreeing with the defendant company that "since said contract was made, the methods of business in the transportation of grain and merchandise have greatly changed, and the rates thereof by rail have been greatly reduced; that the chief business of that character over the railroad operated by the defendants as lessees comes to it from other lines of railroad on through shipments from western roads, the rates for which are made by carriers at the place of shipment, of which but a proportionate part, based on the distance of transportation over its line of road, comes to and is received by the defendant; that as defendant believes the falling off of business at and in connection with said elevator complained of resulted from such general reduction in rates on grain and other commodities of like character by rail, whereby canal transportation was greatly lessened; that the plaintiff continued business in connection with such elevator until by such reduction in rates it was no longer profitable." The case will be appealed.

The largest cargo of corn ever carried down the Tennessee River by boat arrived at Chattanooga on January 20. It consisted of 8,000 bags and other cargo.

Some remarkable stories are told of the profits of rice growing in the new Louisiana rice country around Crowley. For example, from a single tract of fourteen acres there were taken last crop 271 sacks of rice, the gross returns for which were \$1,287.09, or less milling charges, \$220.59, a net of \$1,066.50. The cost of cultivating the land and gathering the crop was \$10 per acre, or a total cost of \$140. This leaves us a net profit of \$926.50, or \$66 per acre. When it is considered that the price of rice lands in the Crowley district is only about \$30 per acre it is readily seen that there is money in raising Louisiana rice.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1900.

Official Paper of the Illinois Grain Dealers' Association.

THE REFORM BALL STARTS ROLLING.

The Chicago Board of Trade has made a notable beginning of the work of reform. Not even the most strenuous advocates of reform measures expected such tangible results as have followed, or, rather, preceded, the movement to put the Board on a better basis. The expectation of a stringent commission rule pushed the value of memberships over a thousand dollars apiece, representing an aggregate addition to the assets of the whole membership of over a million and a half dollars. It is true that the way had been previously prepared, so that when the probability of a stringent commission rule became apparent there were but few memberships on the market. But the fact remains that a conviction existed in the minds of members and of non-members doing business through the Board, not only that such a rule was coming, but that it could be enforced.

In addition to this projected reform, privilege trading has already been stopped. Discipline for infraction of rules, notoriously lax for some years, is to be enforced. The small shippers have taken courage, and through their earnest efforts it is not unlikely that the power of the Board will be invoked against members who are parties to railway discriminations. In this regard the presence in Chicago of an agent of the Commission, while of no use as a means of enforcing the law, might be rendered of value in detecting violations of the law, which could be punished as under the projected rule of the Board, declaring members of that body guilty of unmercantile conduct who should be parties to violation of the Interstate Commerce

Law. But, most of all, the Board will profit by the change in spirit and the wearing off of the feeling of pessimism that was becoming chronic—a belief that nothing could or would be done to restore to the Board its old-time prestige and prosperity.

REPRESENTATION FOR THE GRAIN DEALERS ON THE ILLINOIS BOARD.

About three-fourths of all the tonnage carried on the railroads of Illinois is furnished by the local grain dealers of the state. Why should not the grain men have a representative on the Board of Railroad and Warehouse Commissioners? Illinois grain men are asking this question and recognize that here is an opportunity to accomplish something of practical importance to the trade. No one understands affairs as they now exist, from the shippers' standpoint, as well as those who have had practical experience in the grain handling trade at local points.

No one could see the necessity for practical reforms so well as one who has had experience with some of the anomalies and abuses as they exist to-day. The farmer's interest is practically identical with the shipper's, and a grain dealer on the State Board would represent the farmers as well as the shippers, and would render more efficient service than one of their own number, because of his experience and acquaintance with the business of shipping. Nor would the presence of a practical grain man on the Board be in any sense a menace to any legitimate interest.

Illinois dealers should take up this matter in earnest. It is one of the best suggestions that has ever been made for the bettering of the dealers' position. It should be taken up with enthusiasm. No interest deserves representation on the Board more than the great grain handling interest, and a practical dealer would be a positive acquisition to the personnel of the Board, as it has existed the past thirty years, by contributing acquaintance with the business and knowledge of the practical problems that arise. Let us have a grain man on the next Board.

SHIPPERS' NATIONAL BUREAU.

The project of John Hill Jr. to establish at Chicago a coöperative bureau for the protection of shippers from errors in weights, unfair inspections, dockages, discounts, etc., is an elaboration of the principle of the check-weight bureau, in successful operation at Kansas City. And Mr. Hill's preliminary circulars have brought so many encouraging replies that it is probable the necessary 500 subscribers at \$25 each may be secured and the Grain Shippers' National Bureau of Weights and Inspection put into operation within a reasonable period.

Although the Chicago departments of weights and inspection are inclined to resent the implication that such a bureau is needed in this city, the weights committee of the National Association has repeatedly declared in a tentative way in favor of some such scheme as Mr. Hill's, conducted by the Association itself, but that body is so widely scattered over the face

of the earth that it has never quite dared to believe in its own ability ever to get such a scheme in working order, while the Illinois Association has been content to point with pride to the marked improvements in weights at Chicago in recent years, as the result of its own moral influence and actual work, as no doubt much of it was. But as we understand the matter, Mr. Hill's scheme is not intended as a bureau to watch Chicago alone, but other markets as well. As all the markets are not like Cæsar's wife, it is not an invidious reflection on any one terminal market that such dealers as B. S. Tyler of Decatur and E. R. Ullrich & Sons of Springfield and other prominent Illinois shippers, consigning to several markets, have indorsed the plan as something desirable and potentially useful.

THE PROPOSED AMENDMENTS TO THE INTERSTATE COMMERCE LAW.

Fifteen civil cases are now pending in the Federal courts, in which the Interstate Commerce Commission is seeking to enforce its authority. This bare fact, given without comment in the synopsis of the Thirteenth Annual Report of the Commission, is a strong plea for the passage of the so-called Prouty-Cullom amendments to the Interstate Commerce Act. It reinforces the statement of the Commission that its decrees are such only in name. The railways disregard them when self-interest dictates, and the cases go to a Federal court for adjudication. Meanwhile the railway does as it pleases. The experience of the Commission may be summed up in a single sentence from the report: "The present law cannot be properly enforced, and until further legislation is provided the best efforts at regulation must be feeble and disappointing."

The proposed amendments to the law simply correct the defects and make the law operative. From a legal standpoint, the chief defect of the law is that the Commission has no power to prescribe the thing to be done. It can simply say that a given case of discrimination is unlawful; it has no power to determine a proper rate. Nor can the Commission enforce an order of any kind. The amendments correct this vital defect. They also provide for a uniform classification and the publication of export and import tariffs and of terminal facilities. Other anomalies are corrected, such, for instance, as making the corporation liable as well as the individual for infractions of the law.

The shipping interests of the country, as represented at the hearing before the Senate Committee, are in favor of the bill. The recent changes in classification, which amounted in effect to a large increase in freight rates, was an object lesson in making the power of the railways and the helplessness of the shipper apparent. As an instance, the rate on oil in broken lots was raised enormously, while the rate on earload lots remained practically the same. The "favored shipper," profiting by this, was, of course, the Standard Oil Co. Yet the Commission can do nothing and the shipper must submit.

This state of affairs can be changed by a few simple amendments. The Commission must be given authority to determine what is right

and enforce its decrees. As the law stands now, in the light of court decisions, the pretended control of the railroads is a farce. The Commission has the same measure of control over the roads that King Canute had over the waves of the sea; and railways and waves are about equally obedient.

THE ILLINOIS ANTI-TRUST LAW.

In the Federal Circuit Court in this city Judge Kohlsaet has declared the Illinois Anti-Trust law unconstitutional. The case in which this decision was rendered need not be cited, as there was nothing of peculiar interest in it aside from the decision itself. The ground taken by the court was that the Illinois anti-trust law discriminates against certain classes of citizens and in favor of certain other classes. In particular the law exempts agricultural products and live stock while in the hands of producers, and also permits mining and manufacturing corporations, under certain conditions, to make agreements as to wages. The court declared that this constituted class legislation. The grain dealers' interest in the law, aside from that of other citizens, was that agreements as to prices to be paid for commodities were prohibited by it.

Lawyers are not certain whether this decision, if sustained, will leave the state without any anti-trust law. Some hold that the law of 1891 is still in force, which, equally with that of 1893, prohibits all agreements as to prices. But there seems little doubt that the law of 1893 will have to go. The legislators, in their anxiety to help the farmer, overshot the mark. They did the same in Ohio in the case of the half-bushel tester law. The law would have stood if made of universal application. Some demagogues are determined to take care of the farmer, whether asked to do so or not. This Illinois law is a case in point. The "American Elevator and Grain Trade" does not believe the American farmer asks legislative coddling. At any rate, the courts say that he must be made amenable to law, just the same as other citizens, and we don't imagine he asks to have it otherwise.

HILL ON THE SHIP SUBSIDY.

President Hill of the Great Northern has been accused of a tendency to spectacular "play to establish the clouds," as, for example, in his speech at the recent farmers' meeting at Fargo, where he said that "if the 400,000,000 people of China ate each but one cent's worth of American flour per day it would take \$4,000,000 a day to pay the bill," and that they might be induced to do all this eating now, which certainly has the flavor of a "pipe dream," when one seriously considers the difficulty of getting pay for such an inundation of our products upon a race "that has not yet awakened from the burden of the hoe and the innocence of the chopstick." Mr. Hill's dream may come true, but it will be after some of us are dead—orientals don't travel so fast commercially as Mr. Hill does.

But in this connection Mr. Hill took occasion to pay his compliments to the Payne-Hanna ship subsidy bill. He does not favor it by any means. In fact, he says unqualifiedly that the bill will do absolutely nothing to in-

crease our foreign shipments of grain, cotton or meat, but is one framed wholly in the interest of the Atlantic lines. For example, the bill gives a 14-knot grain ship a bonus of one cent per ton per mile, but to a ship of 21 knots it gives a bonus of 23 cents! The cheapest carriers are, of course, the slow freighters. So that the entire \$180,000,000 proposed to be given away in bounties would all go to some 15 or 20 Atlantic racers, which are not required to carry one single pound of American product in order to earn the bounty.

Mr. Hill therefore protests that the bill is "the worst delusion and snare ever offered," and very properly says that "if the bonus were to be paid on outgoing commodities, products raised in our country, certified out under a customs certificate and certified into a foreign country under a consular certificate, we might afford to pay for what had found a new market. But it is unfair to pay for a tonnage we will not be able to use."

TANNER ON THE ELEVATOR SYSTEM.

S. S. Tanner, former president of the Illinois Grain Dealers' Association, has begun a campaign against the Illinois public elevator system as conducted at Chicago. In addition to a series of exhaustive articles by him on the subject, published by the Bloomington Pantagraph, he recently made an address on the subject to a meeting of farmers of his congressional district at Canton. He seems, in fact, to be working up quite a public discussion of the subject in the newspapers of his neighborhood, which no doubt is his immediate object.

Mr. Tanner contends that the public elevator system, coupled with the Chicago Board of Trade's system of selling for delivery at a date far in the future, gives the elevator men power to practically control the market and manipulate it at will, for the double purpose of earning storage charges at the expense of the buyers of grain at Chicago, and of getting control of the best grain brought to Chicago.

Mr. Tanner's remedy is not so clearly stated in his newspaper articles as it may have been in his addresses. Apparently it consists in legislative abolition of the legal right enjoyed by public warehousemen to act as dealers in the grain handled by them, as warehousemen, and Board provision for more frequent delivery dates than obtain at present, for he says: "If there were no such privilege of selling for [long?] future delivery, then there would be no method for carriers of cash grain to have a sure thing of profits."

Mr. Tanner is assisted in his campaign by Philo B. Miles of Peoria, who opposed the elevator men in the last two legislatures. Mr. Miles now thinks, however, that the true remedy for a stagnant grain trade lies only in the enforcement of the interstate commerce law. He thinks the elevator law should be repealed, but he recognizes the fact that "any law passed by the Legislature could be evaded; the public warehouseman can relinquish his license and maintain his elevator for private use, or he could operate as a grain dealer under one name and conduct the elevator business under another." But should the interstate com-

merce law "be so amended that the rulings of the Commission may be enforced until set aside by the courts, instead of requiring the support of the courts before becoming valid, as at present," then the Commission might establish and enforce "an equal shipping rate to the seaboard through all gateways." An equal rate to all shippers would, in his estimation, "greatly accelerate the grain business of the country, reestablish a healthy competition in that line of business activity, and raise prices to a much higher standard than that by which they are now governed."

THE BUCKET SHOP.

The movement started at Chicago to abolish the bucket shop by national legislation is a movement that is as legitimate as that which some years ago killed the lottery. Indeed, of the two methods of gambling, probably the bucket shop is the more thoroughly demoralizing. It is more respectable. It has a quasi air of business. The public has not yet come to realize that this sort of business is no more real than betting on a horse race or the turn of a card. It has done more than its share toward filling the land with the present demoralizing craze to get rich quickly. The ugly thing about it is that the legitimate exchanges, not having always been above allowing bucketshop methods among their own members, stand somewhat in the position of the man who comes into court with unclean hands.

However, now the "reform" fever has broken out, let it run its full course, even if it does in some ways hamper the legitimate trade, as such a drastic law as is now needed may.

NEW ORLEANS CALLED.

At a late meeting of the Central Branch of the Illinois State Grain Dealers' Association the following resolutions were presented and unanimously adopted:

Whereas, More or less corn from the state of Illinois, shipped to New Orleans for export, has been graded No. 4 in that market, and sent to the kiln-drying establishment in New Orleans at heavy expense, the full loss of shrinkage and drying having been charged up to the original shipper; Therefore, be it

Resolved, That it is the sense of this Association, that whereas exporters, by the drying of No. 4 corn, receive a much better grade after it is kiln-dried than they originally purchased or expected to get, therefore, as a matter of equity and justice this Association believes that exporters receiving the benefits of kiln-dried corn should stand a portion of the severe loss entailed in making No. 4 corn kiln-dried in quality.

This is an entirely fair proposition. All the benefits of the drying system should not go to one side of the deal, and that, too, the side which does not stand the cost of it. The fact is, the New Orleans market is working itself somewhat into notoriety by this system. The profits on last year's crop, which particularly needed drying, are said to have been immense; some responsible Illinois shippers even went so far as to express the thought that the market behaved at times very much as if it were being worked rather for the drying house interests than any other class in the market.

New Orleans is forging ahead very rapidly as a grain ex-port, but there is such a thing as killing the geese that lay golden eggs.

EDITORIAL MENTION

The Chicago Board is discovering that to be happy one must be reasonably virtuous.

Now that the roads have hardened again the car famine has appeared in Paradise (Ill.). Where next?

Will some of the gentlemen discussing trade rules answer J. C. Beiser & Co.'s problem in "Communicated" department?

The Millers' National Insurance Company's report in this issue is interesting reading to friends of mutual fire insurance.

The Southern Grain Association will hold its annual meeting at St. Louis on Saturday, March 3. Alfred Brandeis of Louisville is secretary.

If Illinois dealers will make an earnest push for it, a grain dealer will adorn the next State Board of Railroad and Warehouse Commissioners.

In the Toledo market a "carload," unless otherwise specifically stated, now means 700 bushels of wheat, 750 of corn or rye and 1,100 bushels of oats.

Can anyone advance a valid reason why a practical grain man should not be placed on the Illinois State Board of Railroad and Warehouse Commissioners?

The Chicago Board of Trade reappointments of S. H. Stevens as flax inspector and H. A. Foss as weighmaster will meet with the hearty approval of all patrons of this market.

The New York Produce Exchange does not want privilege trading abolished, but does want the bucket shops suppressed. There is a distinction here, but, under the laws of Illinois, not much difference.

A crack has appeared in the New York harbor grain lighterage trust. The Lackawanna Line has announced that hereafter all transfers in that harbor will be handled by its own terminal agents with its own machinery.

The annual meeting of the Kansas Grain Dealers' Association will be held at Topeka on March 6 and 7, and will be followed immediately by the excursion of Kansas dealers and millers to Galveston, Texas. The meeting will be, perhaps, the most interesting the Association has ever held.

A New York hay and grain man started in on a forty days' fast, but desisted when his friends discovered the fact. His motive was to get rid of a lot of superfluous flesh. Last year he fasted four weeks and shed 60 pounds of his earthly tabernacle. This time he only reached the eleventh day and had got rid of 24 pounds. Out this way grain dealers don't have to fast to get rid of their superfluous flesh; the

necessary hustling connected with the business does the job for them.

The department of "Court Decisions" this month contains briefs of two Illinois decisions worth reading, on the title to grain in store and what constitutes a "winner" in a speculative deal. This department is always valuable.

The "Communicated" department is particularly interesting this month, and the letters are specially commended to the reader's attention. They ought to suggest others, for there are several subjects written about that will bear further discussion. Let us hear from you.

The North Dakota Supreme Court has decided that all grain contained in elevators in that state on April 1 is subject to assessment for taxation and that the tax is a charge against the elevator. The elevator owner is entitled, however, to a lien on the grain to reimburse it for payment of the tax.

Howard, Bartels & Co.'s annual "Red Book" of statistical information, relating to stocks, grain, provisions, live stock, etc., for 1899 is out. It is in every sense of the word just what it purports to be, to wit, "a publication for ready office reference." And being, above all, reliable, exhaustive and accurate, it is invaluable to anyone interested in the exchange markets.

Another piece of contemplated canal legislation is comprised in a bill introduced in the House of Representatives by Mr. McClellan of New York. It provides for acquiring the Erie Canal by the United States government and its enlargement to a point sufficient for the largest vessels of war, at a cost not exceeding \$75,000,000. How would it do to make the sum half that amount and amend to read ordinary-sized lake vessels? What is the use of providing a seventy-five-million dollar canal for a small navy?

Toledo has a uniform commission rule, which, say King & Co., "has worked satisfactorily," violators being subject to suspension or expulsion. It does not cover track bids or offers. But just there is a possible weakness of such a rule. It applies, of course, to the speculative or commission side only, and in markets dominated by track buyers leaves the commission man in the air. The situation is not without its difficulties, but if the commission man or pit trade is to be rehabilitated at Chicago the rule must apply to the cash trade as well. But how?

The Iowa Cereal Club of Des Moines has decided to call a meeting of Iowa grain dealers, to be held at Des Moines about the middle of March next, for the purpose of organizing a state grain dealers' association. The club has been very deliberate in taking this step and has done so only after frequent conferences with the two excellent local associations now at work in the state, and it is to be presumed the club expects to enlarge the possible scope of association work in the state beyond anything that might be done by the existing associations, which are, in fact, though not of necessity, local in influence. A canvass

of dealers of the state is said to disclose a feeling encouraging to the project and to promise an attendance of several hundred dealers, of whom there are more than a thousand in the state.

Secretary Stibbens of the Grain Dealers' Union has called Iowa dealers' attention to the necessity of amending the landlord's lien law of that state, which is particularly unfair to grain dealers. The proposed bill is a fair amendment, and dealers in that state will certainly serve their own interests by coöperating with the Union in securing a modification of the existing law.

No other interest contributes the tonnage to Illinois roads that is given by the local grain dealers. Why should they not have a representative on the State Board? The right kind of a man would bring to the Board a knowledge of affairs, from the shipper's standpoint, that would be of practical utility to the Board and the public, and, for that matter, to the roads, who naturally prefer a practical man to a theorist.

Complaints of the Minnesota inspection this season have come more from the opposition newspapers than from the farmers. The secret of this remarkable change of heart is explained by a correspondent from the Tri-State Grain Growers' Convention at Fargo, January 22, who says: "The convention last year taught the farmers that they, themselves, were largely to blame for the deterioration of the grade by seeding carelessly selected and frosted wheat, filled with foul weed seeds. It was an unwelcome surprise to many, but it led to beneficial results." Is the millenium supposed to be dawning up there, or is it only an aurora?

The National Grain Growers' Association, in evidence in the Northwest, seems to have abandoned its purpose to handle all the grain of the Northwest and starve out the regular trade there. It is still on earth, however, and a week ago, at St. Paul, resolved against the crop forecasts of the government and against the Interstate Commerce Commission (why?), but it approved the ship bounty fake, a foreign markets investigation commission, government control of elevators and a few other cloud-pushing fads that seem to involve the idea that the farmer and the shipowner are about the only classes needing consideration by Congress at this particular moment.

As a general rule the farmers' coöperative elevator movements have been signal failures. The simple truth is that it is rarely that a hired man may be found who will manage a company's business as carefully as he would manage it for himself, or that such a man may be found to do it for the salary a coöperative farmers' company is willing to pay. Not all of this sort of company ventures have been failures, however. The news columns this month contain notes of annual reports from a few such which have paid substantial dividends to its shareholders, who certainly, in the light of the general experience of their cotemporaries, are to be congratulated. When a man dabbles in other business than his own, of which he can have no more than a merely theoretical

knowledge, he has a right to feel good if he escapes financially unhurt.

The Industrial Commission, which spent the summer and fall in the investigation of commerce and industry, is now preparing its report to Congress, to be presented very soon. Those privileged to advance information say that its solution for the "trust" evil will be the abolition of railway discriminations, it being contended that individual producers and competitors could make a fair fight against all trusts provided the railroads would give them equal advantages in rates. The more practicable among the reformers of the grain trade will go no farther than this, we apprehend. It is at least certain that uniform railway rates are the basis of any reforms the receivers are likely to effect for their immediate salvation.

The stereotyped announcement that "rates will be restored on the 11th" was made, of course, on February 1. As no announcement had been made by the roads that rates had been reduced to the general public during the previous month, a disinterested observer of our American institutions, coming from a land where rates are stable, even though high, might be puzzled to understand what these regular announcements might mean. A brief study of American transportation phenomena would convince him, however, that the railroads in this country are run on an entirely unique system—somewhat after the manner of the parable, "To him that hath shall be given, and from him that hath not shall be taken away even that which he hath."

A bill has been introduced both in the Senate and the House providing for the construction of a canal from Lake Superior through Minnesota to Grand Forks, N. D. The canal "will be of untold benefit to commercial and shipping interests of the Northwest." We are not disposed to criticise the statement, but it strikes us that the cost of the enterprise would be enormous. Without making invidious comparisons, the Illinois and Michigan Canal traverses a country equally rich. It has a terminus in Chicago, and yet is practically in disuse. It is not wise to abandon canals already constructed, for they regulate railway rates. But building new canals over great reaches of country is an expensive and clumsy way of keeping the railways in check. A proper interstate commerce law is a simpler and more effective device.

Chief Weighmaster Foss of the Chicago Board of Trade seems determined to place the weighing department on as near a plane of perfection as possible. Since January 1, as a new innovation, an expert scale man has been added to the department, whose exclusive duties are to examine scales. For use in testing scales he is furnished with eight tons of standard test weights. During 1899 there were 384,000 ears weighed under the department's supervision. There were 1,700 complaints on shortages and of these 200 were satisfactorily adjusted. Cars are now thoroughly swept in all elevators in Chicago, the practice of after-sweeping having been entirely abolished. This should decrease the shortage complaints this year. In the mat-

ter of grain loaded into vessels, the department made a record previously unsurpassed, the average shortage on vessels loaded at Chicago and unloaded at different lake ports east of Chicago being three-eighths of a bushel per 1,000. The next best average was made by Buffalo in 1897, when the average shortage was one-half bushel per 1,000 bushels loaded.

A novel educational meeting is to be held at the College of Agriculture at Champaign, Ill., beginning on February 26 and continuing for a week. It will be held under the auspices of the Illinois Corn Growers' Association, and will be devoted entirely to the subject of corn culture. It is to be hoped the program will include a lecture on the science of cribbing and keeping corn on the farm. There are elevator men who are ready to declare that this branch of the subject needs considerably more exploitation than any other. On the still fertile lands of Illinois it is a mighty poor farmer who cannot raise a pretty good crop of corn, but experience has shown that he is an exceptionally good farmer who cures and cribs his corn properly after it is grown.

The grain dealers of Wisconsin, or buyers in Eastern Wisconsin, have been holding meetings during the past two months, both at Sheboygan and at Milwaukee, but aside from the fact that an organization has been effected and that its purpose is "united action against discrimination in grain rates in favor of Chicago and Milwaukee buyers," nothing is known by the public of its doings. All meetings have been held behind closed doors and no information has been given out. Secret trade associations may "go" all right in Wisconsin, but they would hardly do further south, especially with the country newspapers announcing that "the members of the association are trying to form a combination to make bids on country tracks uniform," which may have a double meaning, you know. However, the recent appearance of a strong track-buying interest at Milwaukee, with its radical departure from the customs and habits of the Milwaukee and Wisconsin grain trade hitherto obtaining, has no doubt had a very disconcerting influence on the receiving markets of the state. Whether an association of a star chamber sort is the best way of working out a solution of the problems presented is a matter that concerns only the Wisconsin dealers themselves.

The Minnesota Supreme Court has granted relief to Lyman E. Cowdery of Mantorville, under a year's sentence to the penitentiary. Mr. Cowdery and J. G. Wheeler operated a grain elevator and received grain on storage, issuing the usual warehouse receipt. When the firm failed, criminal proceedings were instituted against them by holders of storage receipts, on a charge of grand larceny as bailees. Wheeler escaped, but Cowdery was found guilty. The court, in setting aside this verdict, says: "The complaint does not show beyond a reasonable doubt that there was an intent to defraud, which is the essential point of the charge; that being the case, the matter does not come within the provisions of the penal code." This is certainly a very liberal view of the case, and Mr. Cowdery is to be con-

gratulated. It is doubtless true that there was no intent to defraud. The dealers were merely victims of a custom of the trade and of circumstances which prevented them from paying their debts. Nevertheless, the courts do not always hold bailees blameless who deliberately take the risk of suffering from accidents, as elevator men must who issue storage receipts for grain they know they mean to and do sell at the first opportunity, whether they actually own it or not.

The Supreme Court of Minnesota has handed down a decision having a direct bearing on the status of exchanges and of trade associations. The decision was rendered in the case of Conrad Ertz vs. the Produce Exchange Co. of Minneapolis, the latter having appealed from the judgment of the lower court. Mr. Ertz, a dealer in farm produce, set up the claim that he was doing a business amounting to \$20,000 annually, when the members of the Produce Exchange Co., a combination including practically all of the commission men of Minneapolis, from whom he had been purchasing his produce, refused longer to deal with him and used every endeavor to induce his customers to cease purchasing from him. As a result, he claimed that his business was ruined and he asked for \$25,000 damages. On the other hand, the Produce Exchange Company alleged that it was organized to protect its members, but the lower court held to the contrary, and in this position the Supreme Court sustains it. In the decision, Chief Justice Start admitted that combinations were lawful within certain limits, but he drew the line at combinations the purpose of which was to destroy the business of others. He held that the action of the members of the Exchange was malicious and gave Ertz cause for action.

The Supreme Court of Minnesota has reversed, on rehearing, a former decision construing a contract for the storage of grain at a country elevator. In the case at bar (Thompson vs. Thompson) the elevator burned. The question in issue was the liability of the elevator for the grain destroyed while in store. The elevator man contended that the terms of the grain ticket had, at the expiration of the original term named therein, been changed by an oral agreement. The court held that the written tickets could be so altered by subsequent oral agreement, and that, there having been no storage charged thereafter, the elevator man was not a bailee for hire and could not be held responsible for the grain destroyed. On rehearing, however, the court has reversed this ruling and unanimously decided that, inasmuch as the law requires a storage ticket to be in writing, it cannot be subsequently modified unless the modification also is in writing. The effect of this decision is to make the elevator owner responsible for the wheat burned in his elevator, according to the terms of the tickets, irrespective of any oral agreement claimed to have been had between the elevator agent and the ticket holders. The decision is quite in line with the general trend of legal opinion on bailments of this sort, the character of which is by no means encouraging to a continuance by wise men of present methods of grain storage in country elevators, for or not for hire.

Trade Notes

The C. M. Seckner Engineering Co., Chicago, has been incorporated to do a general elevator designing, contracting and building business.

The Challenge Wind Mill & Feed Mill Co. of Batavia, Ill., will soon erect an additional foundry to be used for the manufacture of gasoline engines.

H. W. Caldwell & Son Co. have removed their headquarters from 127-133 West Washington Street, to their new manufacturing plant on Western Avenue, Seventeenth and Eighteenth streets, Chicago.

The Pacific Coast Grain & Seed Cleaning Co., which recently put up a factory at Walla Walla, Wash., has encountered financial difficulties, and the property will probably be sold at sheriff's sale.

Sims Brothers of Paris, Ill., through our advertising columns this month, call attention to their Patent Adjustable Elevator Dump. A number of advantages are claimed for it and the price is also said to be so low that no one can afford to be without it.

The Link-Belt Machinery Co. of Chicago are now represented in New Orleans by Woodward, Wight & Co., Limited, at 410 Canal street. W. G. Wilnot, formerly representing the Link-Belt people in New Orleans, now has charge of the machinery department of the new agency.

H. A. Barnard, president of the Barnard & Leas Mfg. Co., Moline, Ill., lost his fine residence by fire on the evening of February 3. The loss is \$45,000, with \$25,000 insurance. The family had vacated the house temporarily and the interior was being rebuilt at the time of the fire.

The Dayton Globe Iron Works Co., Dayton, Ohio, manufacturers of the Dayton Gas and Gasoline Engine, have just issued a large illustrated catalog of 115 pages descriptive of the New American Turbine. This catalog should be in the hands of everyone interested in the use and development of water powers.

The Brown Gas Engine has made a record in its home town, Columbus, Ohio, that is seldom, if ever equaled. There are no less than 29 of these engines in use there, having an aggregate of 376 horse power. It is made by the Brown Gas Engine Co., whose headquarters are at 507 Schults Bldg., Columbus, Ohio.

The Skillin & Richards Mfg. Co., Chicago, have compiled a number of testimonial letters regarding the merits of their Burrell Gasoline Engine and had them printed in neat and readable form. Write them about anything you need in the line of elevator supplies and one of these little circulars will be inclosed with their reply.

The Borden & Selleck Co., Chicago, general agents for Howe Scales, report the following as among their recent sales: To the McReynolds Elevator Co., South Chicago, twelve 1,200-bushel hopper scales. To Nye & Schneider Co., Fremont, Neb., scales for twelve elevators in Iowa. To the Northern Grain Co., Chicago, scales for six elevators in Iowa.

The Huntley Mfg. Co., Silver Creek, N. Y., report having received through their Northwestern agent, A. F. Shuler, orders for twelve No. 9 Monitor Warehouse Separators and six No. 9 Monitor Oat Clippers for the Omaha Railway Elevator, now being built at Superior, Wis. The order was given by the Barnett & Record Co. of Minneapolis, who have the contract for building and equipping this house.

Capt. B. F. Ryer, for many years connected with the Huntley Mfg. Co. as agent, secretary and latterly as General Western Agent, has accepted the position of secretary with the S. Howes Co. of Silver Creek, N. Y. This change has necessitated a removal from Chicago to Silver Creek, and Mr. Ryer left for his new field early the present month. Few men are better known in the mill machinery and grain cleaner trade than Mr. Ryer, his connection therewith dating twenty years ago. He has filled satisfactorily and with credit to himself the various positions of trust and responsibility he has occupied since his entrance

into the trade; and he brings to his present place a matured judgment and years of experience obtained by actual contact with the trade. His many friends will wish him well, sorry though they be to lose him as a citizen of the great West.

The H. Channon Co., Chicago, is moving its quarters from 24 and 26 Market Street to the corner of Market and Randolph streets, where it will occupy a six-story building, with ground space of 100x90 feet. The removal into the larger building is due to the fact that business has increased 125 per cent during the last two years, necessitating the carrying of a larger stock and employing a larger force.

Daniel McCaffrey's Sons, Pittsburg, Pa., receivers and shippers of grain, hay and mill feed, have sent out a large colored wall calendar for 1900. It is in the nature of a map of Pittsburg and its suburbs. Each suburb is represented by a scene typical of its principal industry. It also bears a number of pertinent facts regarding this greatest manufacturing city in the world, which is at the same time the base of supplies for over sixty prosperous towns.

The Weller Mfg. Co., Chicago, will shortly instal in its plant some new machinery, including a large boring mill for finishing up flywheels and large sheaves for rope transmission. Recent large contracts reported by the Company include the machinery for remodeling the Armour "D" Elevator at Chicago, machinery for a 500,000-bushel elevator at Davenport, Iowa, and a 300,000-bushel elevator at Ft. Worth, Texas. The Company also reports heavy orders for its new friction clutch, which is proving very popular in the trade.

The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., report having just completed for the Puget Sound Flour Mill Co. at Tacoma, Wash., four steel grain storage tanks of 15,000 bushels' capacity each. Also pneumatic conveying machinery for handling the grain between mill and tanks at the rate of 1,400 bushels per hour. They have also completed for the Miner-Hillard Milling Co. at Wilkesbarre, Pa., a 60,000-bushel pneumatic mill storage plant of three tanks, two of which are subdivided into four compartments each. The pneumatic conveying machinery has a capacity of 1,000 bushels per hour. These plants are giving satisfaction to their owners and afford positive fireproof storage for their grain.

HANDLING GRAIN IN ENGLAND

Half a million tons of wheat are said to go up the Thames River to London granaries and mills annually, and twice as much up the Mersey. The annual importation of oats into England is placed at 800,000 tons, of which 520,000 tons go to London. Bristol is the great barley port, the imports there being about 225,000 bushels, while those of London are 150,000 and of Liverpool 75,000 tons. For wheat, barley and oats England pays the colonists or foreigner about 32 millions sterling a year (\$160,000,000), of which seven millions (\$35,000,000) are paid by London.

Grain cargoes reach England in bulk, divided by bulkheads and temporary partitions into perhaps twenty compartments, and often consisting of several consignments. The unloading is usually effected by a pneumatic floating elevator, known as a "Mark Lane" elevator, which comes alongside the ship at the dock. From the air chamber at the top of the elevator eight-inch pipes are passed down into the grain; the engines exhaust the air from the air chamber and forthwith the grain begins to move upward in a continuous stream. From the receiver in the top of the elevator the grain is let down by a rocker to be weighed and then passes out through chutes along the sides into barges or bags, as desired. This method has almost entirely superseded the old plan of handling grain by means of round buckets, from which the bottom falls out when required, or in scoops.

Curiously enough, very much of the grain is not run direct from barges into the storehouses or elevators, but is first transferred into grain cars, or "bins," as they are there called. These "bins" are fitted with iron sliding doors on each side,

so that the load can pour itself out when the doors are slid back. There are 1,200 of these bin cars in use in London. To facilitate their unloading there are eight miles of sidetrack on stilts; as it were, 18 inches above the ordinary track level. These tracks are arranged in fan shape, all leading to a dead-end at a long bank which runs at right angles to the sidings and is elevated to the height of the floors of the cars that are backed up against it, or of the railway trucks alongside it.

When a train of bins is run in, a weighing scale is placed in front of each car and the grain is drawn off in sacks; each sack is weighed as filled and is then carried off down the alley on a hand truck to the bank, where it is loaded into a cart or wagon that is waiting for it. The elevation of the railway tracks on stilts facilitates the unloading of the "bins." When it is desired to unload into a granary or elevator, the bin cars are run alongside, the doors are opened and the grain falls down into the basement of the warehouse, from which it is lifted by elevators to the top floor, and thence is distributed to the various floors below. There are, of course, other granaries and mills by the river, to which grain is delivered by boat, some of it being unloaded direct from the importing ship into the London elevator.

NEW FORMS OF WHEAT SALES CONTRACTS.

Last year we published three forms of wheat sales contracts, drawn up by Prof. B. M. Thompson of the Michigan State University for the Michigan State Millers' Association and designed for use of its members. At President Allmendinger's request, Professor Thompson has supplemented those formerly issued by two more, which we give herewith.

Form C, made last summer, was simply a memorandum to be given farmers. Form D, now fur-

| Wheat Sales Contract. | | Form C. |
|-------------------------|--|---------|
| No. _____ | _____ 190 | |
| BOUGHT OF _____ | | |
| bushels of _____ | wheat to be delivered within _____ days from date, for which we agree | |
| To pay _____ | per bushel, or _____ cents less than the market price on any intervening | |
| day on which said _____ | may demand payment. | |

| Wheat Sales Contract. | | Form D. |
|---------------------------------------|--|---------|
| No. _____ | _____ 190 | |
| SOLD THIS DAY _____ | | |
| bushels of _____ | wheat to be delivered at _____ | |
| within _____ | from date, for _____ per bushel, or _____ cents less than the market price | |
| on any intervening day on which _____ | may demand payment. | |

| Wheat Sales Contract. | | Form E. |
|--|-----------|---------|
| No. _____ | _____ 190 | |
| This Agreement, between _____, of the first part, and _____, of the second part, witnesseth: | | |
| 1. Said first party buys of second party _____ bushels of _____ wheat, to be delivered at _____ within _____ days from date, for _____ per bushel, or _____ cents less than the market price on any intervening day on which said second party may demand payment. | | |
| 2. Said second party sells to first party _____ bushels of _____ wheat upon the terms and conditions above set forth. | | |

nished, is a memorandum to be signed by the farmer and left with the miller or warehouseman. Forms C and D, used together, form a complete contract, and when both are used no money value need be used or mentioned. If D alone is used it will be necessary to write some consideration in the contract. Form E is to cover this same matter with one paper, and is to be signed by both parties. It can be used in duplicate.

The forms are very simple, and with those given previously, cover all probable needs of a miller or warehouseman.

A Winnipeg grain firm recently received an order for ten tons of Manitoba seed oats to go to Vladivostok, Siberia.

THE GRAIN DEALERS' UNION.

[From an address by Secretary G. A. Stibbens to the quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, held at Council Bluffs, on January 9, 1900.]

Has it occurred to you that we are nearing the end of the fourth year of our existence as an organization? In two months and ten days from this time we will begin on the fifth year. Are we, and have we been, successful from a business standpoint? We are just now passing out of our infancy into manhood with bright prospects in the future. Our success depends largely on how we conduct our business, but especially on the manner in which we treat our competitors. Harmony is the secret of our present success, and success will continue as long as you respect your neighbors' rights, but no longer. When we commenced this work we builded on faith; but it was about exhausted before we gained a solid foothold. For the first two years track buyers, commission firms and railroad people looked upon us as an unnecessary organization, liable to interfere with their time-honored customs; and we must confess that it took quite a long time to overcome their suspicions.

Trouble with the track buyers is a thing of the past, and the same is true of commission houses, with one or two exceptions. We are at peace with the railroads, and the Burlington officials are having so little trouble with their grain shippers, they scarcely ever meet them unless they attend our meetings. A few years ago they were around among us all the time, but they now say they can devote their time to other matters, as we do not need their attention. This should be a very gratifying condition to all concerned.

Five years ago you would learn by talking to the different dealers in this section, that they "had it in for" the railroads to a man for some imaginary wrong inflicted upon them. Talk to the same dealers to-day and they have a good word to speak for the railroads, and they believe the officials of the various roads are inclined to protect the interest of the shipper. This is especially true of the Burlington road.

Some of you dealers in the past have said this organization was of no benefit to you; but you hung onto the band wagon in a half-hearted way, and to-day you are riding up in the seat, and you could not be kicked out. But just such half-hearted support was why it took us so long to get in good working order. Very few of you realized that we had to educate all the track buyers and commission firms in Chicago, St. Louis, Kansas City, St. Joe, Omaha, Des Moines, Burlington and Creston as to what constituted a regular, legitimate grain dealer. Did you ever stop to think what an undertaking it was and what a load we had to carry? As it has taken four years to convince the country dealers it was to their advantage to support this Union, is it any wonder our progress has been slow? At our last meeting, held in this place, in October last, Mr. Boynton told you that elevator property in our section had increased in value one-third on account of this Union having been organized and the work it had done, and everyone of you knows it to be a fact.

There are still a few regular dealers in our territory who are not members of this organization, but although they are receiving the same benefits we are because we are protecting their business, they stay out simply on account of the amount of money it would cost them. They claim they appreciate the fact that there are no scalpers to bother them, but they are not willing to help bear the burden, and imagine that Hunter and myself are growing rich off the dues collected from the members. Produce two men that will do the work we have done for the same compensation, and we will cheerfully step down and out. This talk of big, fat salaries is pure rot, and the parties who indulge in it know it. Prior to this organization the grain business in our territory was carried on at a ruinous loss to those engaged in it, which can be verified by every dealer in this audience. The scalper was doing the business and you elevator people were standing around on the street corners cursing your fate as well as the railroads. You wondered why it was

the scalper could always get cars promptly to load his grain. Your condition would be the same to-day if this Union had never come into existence, and you all know it. You also know when we began this work we did so single-handed, for there were no sister organizations west of the Mississippi River that could lend us a helping hand. Neither was there a national association. But now, when we run up against a hard proposition, which we are not able to handle ourselves, all we have to do is to ask for assistance and we at once receive it.

Very few commission firms are going to stand out against the strength that all these organizations represent. I have in mind two commission houses who are inclined to antagonize the interest of the Nebraska dealers and those of Iowa and Missouri, but I assure you they will have a rough road to travel should they continue their arbitrary course. They desire to dictate to these organizations who are regular and who not. In other words, these firms are not willing for these associations to pass judgment on their own questions. No one knows better than a grain organization who are irregular; and the very day we allow some commission firm to dictate to us what constitutes a regular dealer, we at once give up our stock in trade. I presume this Union has fought commission firms harder for receiving consignments from irregular dealers than any other organization of its kind; and the time has come for all associations to concentrate their efforts along this line, for it is one of the greatest evils we now have to contend with. We are on the right side of this question and are bound to win in the long run, but it will take aggressive work on our part. I have no patience with a regular dealer located where there is a grain organization who is not a member of it, for he reaps the benefit other dealers pay for. The fact that some of you gentlemen have come a distance of a hundred miles to attend this meeting demonstrates the fact very clearly that you are being benefited by this organization, otherwise you would not be here.

It was only last summer that we attempted to do any work on the Rock Island road. Several dealers along that line were troubled with scalpers, but the climate became too warm for them and most of them are now seeking a livelihood along other lines. If all the dealers on that road west of Des Moines would come into this organization and furnish us the proper information, their scalpers would soon disappear. The time is now ripe to organize a state association if the dealers want it. The trade in and around Des Moines are eager to organize and see the necessity of it; but they are undecided whether to go in with us or organize a local association with headquarters at Des Moines.

Mr. Hunter and myself attended a meeting of the Iowa Cereal Club at Des Moines, on December 11, and we told them that if they saw fit to go in with us we would give them the best service possible, but if they thought best to organize independently we would give them all the assistance in our power. In sections where there are no associations, dealers are beginning to realize the necessity for them, and the time is not far distant when every locality in the state of Iowa will be organized; for it is the only sensible thing to do.

It's simply a business proposition, and if you are a good business man, you will join an association as quick as you find one. As long as you are not a member, you are liable to be subject to all the evils that have ever been visited upon the trade. On the other hand, as a member, you will be protected and have the satisfaction of knowing that some vulture will not drop down in your place and ruin your business. If you are not having any grief and are gliding along smoothly, won't it be worth \$12 a year to you to be left alone in your glory?

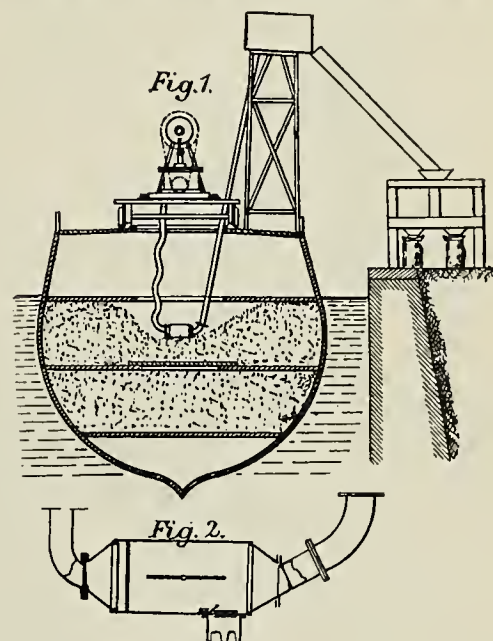
If we continue our present prosperous and harmonious condition, we must have your coöperation; without it we shall fail. I could name stations where it has cost dealers ten times more money than they ever paid to this Union to get them to work in harmony with their competitors. And that is the reason we never have had a surplus in our treasury. The money has been spent calling the committee together to adjust your troubles; but if

you would work in harmony with each other, we could soon reduce your dues. But if we fail to reduce them, will it be a hardship on you? Can you afford to be without it at its present cost? I challenge any of you to name a time in the last ten years when there was so little friction among you, and it has cost each one of you about \$50 for the past four years. Has the burden been heavy?

A FRENCH PNEUMATIC ELEVATOR.

The pneumatic elevator shown in the accompanying cut is called a "portable grain elevator." It has been patented in France and also in Great Britain by H. Mayan of Paris. It comprises the combination of a suction and force blower with a charging or "lock" chamber, having conical ends provided with one or more vertical pipes with suction valves at the base, and a discharge pipe having a back pressure valve in it, the suction and discharge sides thereof having perforated partitions for keeping the grain back, together with a flexible pipe coupling the blower with the charging chamber.

The operation is performed in such manner that the alternating suction and compression action produced in the charging chamber by the blower



effects the suction into the "lock" of the material to be raised; and when the forcing action takes place the lower valves close and the grain is ejected into a telescopic discharge pipe to pass to an elevated tank, from which it may fall into bags. The perforated partitions arranged in the charging chamber have for their object to limit the travel of the material drawn in and to prevent its passage into the blower.

One or more movable perforated partitions enable the capacity of the charging chamber to be varied according to the height to which the material is to be lifted. The cylinder of the blower is formed with orifices for the inlet of the air, with or without movable shutters, according to the cylinder being single or double acting. The employment of a double-acting blower enables two charging chambers to be simultaneously employed.

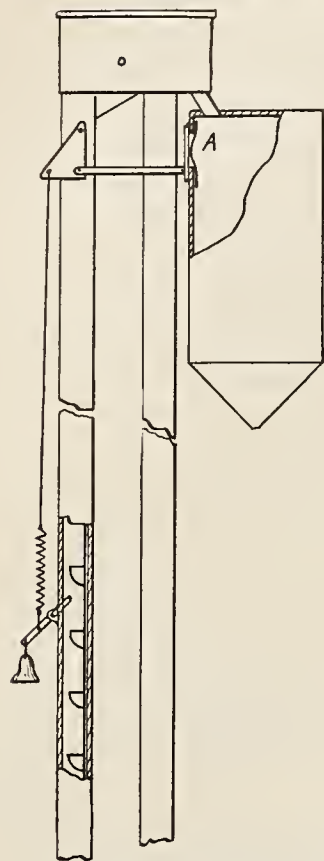
J. M. Dunlap, the elevator man at Franklin, Ind., offered premiums for the bushel of ear corn of the crop of 1899 that would shell out the largest per cent of shelled corn. The shelling-out test took place on December 22. The corn was first weighed in the ear, then shelled and weighed, with the following results on the best six bushels, the figures showing the per cent of shelled corn in the order stated, as sent by Mr. Dunlap to the Indiana Farmer: 86.43, 86.10, 85.97, 85.78, 85.71 and 85.59. In order to ascertain how many pounds of shelled corn there would be in a bushel of such corn, multiply the above per cents by the pounds in a bushel. Thus 86.43 per cent of 68 pounds is 58.67 pounds. This is the amount of shelled corn in a bushel of No. 1; and so on. "It will be observed that we have here six bushels of rather remarkable corn," says Mr. Dunlap.

A USEFUL BIN ALARM.

BY A. M. GOOCH.

For the benefit of your readers I inclose a sketch of my wheat bin alarms, which I have in use. I find that they save many steps and much annoyance. Any elevator man can make them with but little expense.

A represents a hole 10 inches square at the top of the bin. Tack a cloth over this on the inside of the bin and put a door on the outside, hinged



at the top. When the wheat in the bin comes up to this opening, it presses the door outward, which operates the bar and triangle, and by means of a connecting wire pulls the bell lever in so that the elevator cups strike it and cause the bell to ring.

RICE GROWING IN THE UNITED STATES.

Rice cultivation in Louisiana has assumed a degree of importance of recent years heretofore undreamed of. Ever since 1694, when rice was first introduced into the South by the accident of adverse winds blowing a rice-laden vessel bound from Africa to England into Charleston harbor, there has been a more or less spasmodic effort to raise rice in the southern states. The crop has been harvested by hand, and thus American free labor has come into competition with the coolie labor of China and Japan, to our disadvantage. Rice could be grown in the Orient and shipped across seas to New York even in the face of a heavy import duty and undersell American grown rice. But all this is now changed.

Formerly rice was grown in this country on low and wet lands only, and there was no possibility that by this system rice culture could ever become extensive in the South, because such lands were more valuable for sugar cane. It was only on the rear lands along a river, that were too wet for cane or were liable to overflow, that rice was planted; and small farmers who were without capital to run a sugar plantation tried rice instead. Not until the last half of the eighties was rice cultivation successfully adapted to the prairies. The needed water was obtained from the coulees and other watercourses, rather than from the Mississippi, and was turned off at harvest time so that harvesting machinery could be introduced. This was in effect a revolution in rice culture, and has resulted in an increase in the product in Louisiana alone from 643,702 barrels in 1889 to more than 2,000,000 barrels in 1899.

Last year Dr. S. A. Knapp of Louisiana was sent to Japan by the United States Department of Agriculture to investigate the rice culture of that country. He returned last spring with ten tons of

Kiushu rice for introduction into this country. This was distributed to experimenters in the Lake Charles district and elsewhere, in the rice belt, and the results of this season's growth are awaited with interest, as it is said that the Japanese rice is better than American in milling qualities. There is also a demand for varieties which will yield from 80 to 90 per cent of head rice in the finished product, since head rice, or the whole grain, is valued at about 2 cents a pound more than the same quality slightly broken.

Fashion decrees that the rice of commerce shall have a high gloss, and to obtain this the most nutritious portions are removed under the polishing process. Estimated according to food values rice polish is 1.76 times as valuable for food as polished rice. In the process of polishing nearly all the fats are removed. In 100 pounds of rice polish there are 7.2 pounds of fats. In 100 pounds of polished rice there are only 0.38 pounds of fat.

The holding of rice previous to the milling process is an interesting question, the solution of which has not yet been solved entirely satisfactorily to all concerned. It is usually sacked as soon as thrashed and hauled at once to the warehouses of the mills. This is the Pacific Coast method with wheat, but it is not an economical one; and so S. Locke Breux, president of the New Orleans Board of Trade, referring to an article in the Gueydan News on "How to Hold Rice," says: "When the farmer has learned how to make rice as they do wheat and corn to a standard grade, then will the system of elevators prevail, and the produce be sold as is wheat, in bulk and on grade. Meanwhile, there is nothing to do, except to handle the crop as we now do, each lot on its individual merits, and according to its intrinsic value."

This same difficulty for many years prevailed in the wheat markets of the Mississippi Valley, and at the Atlantic ports, until the requirements of commerce brought about a change of system at Chicago, where the grading system was first established. Then after waiting for another generation the New York grain merchants adopted the Chicago plan of grading wheat and storing it in bulk in elevators. Even then, they did it only under the compulsion of the railroads, which found they were losing their wheat trade by the backwardness of New York in adopting up-to-date methods. "We believe that this will be the result in regard to the grading of rice in Louisiana," says the Louisiana Planter and Sugar Manufacturer. "Rough rice is a commodity that averages less than 2 cents per pound in value; and to say that it cannot be satisfactorily graded and that each particular lot must be sold upon its merits would seem queer when we consider what is doing in staple goods in almost every other direction. Even coffee, that is worth three to four times the value of rough rice per pound, is now sold largely upon standard grades, and unless New Orleans takes up the plan of grading rice and handling it in bulk, she may wake up to the fact that other cities will precede her in doing this and secure the bulk of the rice business, while the dealers of New Orleans have been sleeping upon their rights, or, at least, upon their opportunities."

Heretofore much rice has been imported into this country from China, Japan, Java and British India, as well as other parts of Asia. This product is usually shipped unhulled, or in other words, as "paddy" rice, to Germany and England. In the mills of these countries all that is required for home consumption is fully prepared for market, but the export rice is simply hulled, that is, the outer husk is removed and the inner husk or "cuticle" is left on, and in this condition it is shipped to this country as "uncleaned," to be cleaned, polished, and fitted for consumption here.

Rice milling has become one of the most important industries in the South. The millers are enterprising and vigilant and have formed an organization for the protection of their interests. They are now coöperating with the larger growers of the district about Crowley, La., in an effort to prevent disastrous price cutting.

From Louisiana the center of the rice industry

is moving westward into Texas. A movement is now on foot to open up an immense plantation for rice growing in Jefferson County, near Taylor's bayou, Texas, the entire tract aggregating some 14,265 acres. This project is backed by Iowa capitalists, who contemplate expending something like a quarter of a million dollars in the improvement of the property in the near future. From present indications it would seem that the rice-growing and rice-milling industry is now firmly established as one of the most promising sources of income in the South and Southwest.

INDIANA CORN SCORE CARD.

The score card committee of the Indiana Corn Growers' Association, at a meeting held at Lafayette, on January 29, adopted the following as the standard of perfection for judging corn exhibits at the next state fair:

"A perfect ear of corn in the northern third of the state should be nine inches in length; in the central third, ten inches; in the southern third, eleven inches. The diameter of the ear should be equal to one-fourth of the length. The ear should yield 90 per cent of grain by weight.

"The ear should taper slightly, approaching the cylindrical to near the point. It should be well filled out at both ends, with the rows regular and straight.

"Disqualifications: Red cob in white corn, or white cob in yellow corn.

SCORE CARD FOR EAR CORN.

- | | |
|--|------------|
| 1. Uniformity of variety and exhibit. | 10 points. |
| 2. Purity of color in both grain and cob. | 7 points. |
| 3. Condition of marketableness. | 10 points. |
| 4. Well filled out at ends. | 20 points. |
| 5. Perfection and uniformity of grain. | 8 points. |
| 6. Length of ear. | 5 points. |
| 7. Circumference. | 5 points. |
| 8. Straightness of rows and regularity of grain. | 19 points. |
| 9. Per cent of grain. | 25 points. |

Total 100 points.

Citizens of Dickinson County, Kansas, have organized a relief association for the purpose of sending corn to India for free distribution in the famine-stricken districts.

The C. P. Ry. grain elevators at St. John, N. B., in the entire season of 1897-98, handled 3,583,321 bushels of grain. This season, up to January 31, the elevators have handled 2,479,798 bushels.

A North Dakota farmer, advocating the sowing of wheat and flax on the same land, said that last year he netted \$23.73 per acre from forty-seven acres. He thrashed it together, and had it screened at Duluth.

A cellulose factory is in course of erection at Linden, Ind., near Crawfordsville, which will be finished about April 1. It is the third in the world, and will produce, it is said, a ton of cellulose and fourteen tons of feed daily.

Newport News, in 1899, exported 22,571,586 bushels of wheat, corn and oats, not including 9,078,565 bushels of wheat in the form of flour (1,815,715 barrels). There were 14,193,599 bushels of corn, 7,768,914 bushels of oats and 609,671 bushels of wheat.

On January 23 eight grain steamers and one bark sailed from New Orleans, carrying out 720,995 bushels of corn and 104,000 bushels of wheat, making a total of 824,995 bushels. This is the largest amount ever exported from New Orleans in a single day.

The Supreme Council of the National Grain Growers' Association, in session at St. Paul, on February 8, adopted a resolution asking Congress to appropriate \$200,000 more for the Paris Exposition fund, to be expended "to make a respectable and complete exhibit of the products of corn and wheat."

Farmers seem determined to speculate in broom corn next season if signs be truthful. It is said that Iowa, Texas, Nebraska, Kansas and Minnesota will all plant more broom corn than usual. Some of this is new territory, and plantings will be made on the basis of successful experiments with the crop.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending February 12 has been as follows:

| January. | NO. 2* R.W. WHT. | | NO. 1 NO. 2 P. WHT. | | NO. 2 CORN. | | NO. 2 OATS. | | NO. 2 RYE. | | NO. 1 N. W. FLAXSEED | |
|----------|---------------------|-------|------------------------|-------|----------------|-------|----------------|-------|---------------|-------|-------------------------|-------|
| | Low. | High. | Low. | High. | Low. | High. | Low. | High. | Low. | High. | Low. | High. |
| 12..... | 67 | 67½ | 64 | 64½ | ... | ... | 23 | 23 | 53 | 53 | 150 | 150 |
| 13..... | 67 | 67½ | 64½ | 64½ | ... | ... | 23½ | 23½ | 54 | 54 | 150 | 150 |
| 14..... | 60 | 60 | 63½ | 63½ | ... | ... | 23½ | 23½ | 54 | 54 | 150 | 150 |
| 15..... | 60 | 60 | 63½ | 63½ | ... | ... | 23½ | 23½ | 54 | 54 | 150 | 150 |
| 16..... | 65½ | 66 | 62½ | 63 | 31½ | 31½ | 23 | 23 | ... | ... | 150 | 150 |
| 17..... | 65½ | 66 | 62½ | 63 | 31½ | 31½ | 23 | 23 | ... | ... | 150 | 150 |
| 18..... | 65 | 66 | 61½ | 62½ | 31½ | 31½ | 23 | 23 | 52 | 52 | 150 | 150 |
| 19..... | 60½ | 66½ | 62½ | 62½ | ... | ... | 23 | 23 | ... | ... | 150 | 150 |
| 20..... | 66 | 67 | 62½ | 62½ | ... | ... | 23 | 23 | ... | ... | 150 | 150 |
| 21..... | 67 | 68 | 63½ | 64 | 31½ | 31½ | 23½ | 23½ | ... | ... | 150 | 150 |
| 22..... | 67 | 68 | 63½ | 64½ | 31½ | 31½ | 23 | 23 | 50½ | 50½ | 150 | 150 |
| 23..... | 67½ | 67½ | 64½ | 64½ | 31½ | 31½ | 23 | 23 | 50 | 50 | 150 | 150 |
| 24..... | 67½ | 68 | 64½ | 64½ | 31½ | 31½ | 23 | 23 | 50 | 50 | 150 | 150 |
| 25..... | 68½ | 68½ | 65½ | 65½ | ... | ... | 23 | 23 | ... | ... | 152 | 152 |
| 26..... | 68½ | 68½ | 65½ | 65½ | ... | ... | 23 | 23 | ... | ... | 152 | 152 |
| 27..... | 68½ | 68½ | 65½ | 65½ | ... | ... | 23 | 23 | ... | ... | 153 | 153 |
| 28..... | 69 | 70 | 66 | 67½ | ... | ... | 23½ | 23½ | ... | ... | 155 | 155 |
| 29..... | 69 | 70 | 67 | 67 | ... | ... | 23 | 23 | ... | ... | 156 | 156 |
| 30..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23½ | 23½ | ... | ... | 156 | 156 |
| 31..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23½ | 23½ | ... | ... | 156 | 156 |
| Feb.— | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 1..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 2..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 3..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 4..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 5..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 6..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 7..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 8..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 9..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 10..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 11..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |
| 12..... | 69 | 69½ | 65½ | 65½ | 31½ | 31½ | 23 | 23 | 54½ | 54½ | 159 | 159 |

* Nominal price.

During the week ending January 19, Prime Contract Timothy Seed sold at \$2.50 per cental; Prime Contract Clover Seed at \$8.15@8.40; Hungarian at \$0.50@0.70; German Millet at \$0.75@1.25; buckwheat at \$1.10@1.20 per 100 pounds.

During the week ending January 26, Prime Contract Timothy Seed sold at \$2.50 per cental; Prime Contract Clover Seed at \$8.35@8.40; Hungarian at \$0.60@0.70; German Millet at \$0.75@1.20; buckwheat at \$1.00@1.15 per 100 pounds.

During the week ending February 2, Prime Contract Timothy Seed sold at \$2.50@2.55 per cental; Prime Contract Clover Seed at \$8.25@8.40; Hungarian at \$0.60@0.70; German Millet at \$0.75@1.20; buckwheat at \$1.00@1.15 per 100 pounds.

During the week ending February 9, Prime Contract Timothy Seed sold at \$2.50@2.55 per cental; Prime Contract Clover Seed at \$8.30@8.40; Hungarian at \$0.65@0.80; German Millet at \$0.85@1.25; buckwheat at \$1.10@1.15 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 19 months ending with January as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

| Months. | Receipts. | | Shipments. | |
|--------------------|-----------|-----------|------------|-----------|
| | '99-1900. | 1898-99. | '99-1900. | 1898-99. |
| August..... | 624,375 | 668,420 | 870,392 | 978,790 |
| September..... | 1,231,875 | 1,212,780 | 775,135 | 729,806 |
| October..... | 1,163,814 | 1,140,280 | 348,149 | 572,650 |
| November..... | 1,068,698 | 769,210 | 555,308 | 309,824 |
| December..... | 812,875 | 423,980 | 494,339 | 281,730 |
| January..... | 174,000 | 313,200 | 233,423 | 231,619 |
| February..... | 180,960 | ... | 107,220 | ... |
| March..... | 313,780 | ... | 380,768 | ... |
| April..... | 271,440 | ... | 185,020 | ... |
| May..... | 272,020 | ... | 139,633 | ... |
| June..... | 121,220 | ... | 57,205 | ... |
| July..... | 175,625 | ... | 194,129 | ... |
| Total bushels..... | 5,075,637 | 5,860,915 | 3,076,746 | 4,463,384 |

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Feb. 10, as compared with same weeks last year, have been as follows:

| Articles. | For week ending Feb. 10. Feb. 11. | | For week ending Feb. 3. Feb. 4. | |
|----------------------|--------------------------------------|-----------|------------------------------------|-----------|
| | 1900. | 1899. | 1900. | 1899. |
| Wheat, bushels..... | 1,276,000 | 2,755,000 | 1,510,000 | 2,703,000 |
| Corn, bushels..... | 3,658,000 | 3,685,000 | 3,020,000 | 3,475,000 |
| Oats, bushels..... | 495,000 | 362,000 | 151,000 | 361,000 |
| Rye, bushels..... | 34,000 | 236,000 | 43,000 | 21,000 |
| Barley, bushels..... | 345,000 | 12,000 | 510,000 | 19,000 |
| Flour, barrels..... | 308,360 | 474,900 | 216,600 | 445,800 |

The British-Boer war is said to explain the largely increased corn shipments from New Orleans to Holland last year. British ships took the grain and other supplies from New Orleans to Rotterdam, where they were reshipped to ports from which the Transvaal could be reached. British ships were used to carry the supplies as far as Rotterdam. The quantity of corn exported from New Orleans to Rotterdam this season has been in excess of three million bushels, while the former trade has never reached more than 400,000 bushels.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of January, 1900:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|-----------------------|-----------|-----------|------------|-----------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 360,615 | 1,164,920 | 171,044 | 1,557,881 |
| Corn, bushels..... | 3,915,432 | 4,780,015 | 3,607,067 | 3,627,387 |
| Oats, bushels..... | 66,988 | 365,832 | 45,100 | 90,125 |
| Barley, bushels..... | 58,339 | 27,542 | 24,793 | ... |
| Rye, bushels..... | 35,181 | 410,159 | ... | 439,367 |
| Timothy Seed, lb..... | 5,957 | 1,382 | 7,838 | 1,476 |
| Clover Seed, lb..... | 20,814 | 10,102 | 16,933 | 6,845 |
| Hay, tons..... | 4,621 | 4,096 | 1,178 | 1,012 |
| Flour, bbls..... | 272,178 | 473,290 | 157,342 | 381,203 |

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|---------------------------|-----------|------------|------------|-----------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 1,470,768 | 2,924,864 | 1,574,488 | 819,155 |
| Corn, bushels..... | 9,685,422 | 13,918,361 | 4,194,576 | 5,870,252 |
| Oats, bushels..... | 7,964,328 | 7,040,701 | 4,948,433 | 5,121,710 |
| Barley, bushels..... | 2,212,993 | 1,482,450 | 787,700 | 383,887 |
| Rye, bushels..... | 229,225 | 441,526 | 192,114 | 461,838 |
| Timothy Seed, lb..... | 4,874,040 | 4,978,808 | 3,949,678 | 4,399,971 |
| Clover Seed, lb..... | 954,582 | 422,058 | 1,712,474 | 1,702,866 |
| Other Grass Seed, lb..... | 1,156,457 | 910,680 | 827,885 | 478,427 |
| Flaxseed, bushels..... | 159,520 | 349,600 | 181,190 | 87,161 |
| Broom Corn, lb..... | 411,310 | 1,028,723 | 570,836 | 527,599 |
| Hay, tons..... | 22,686 | 19,159 | 686 | 895 |
| Flour, barrels..... | 1,170,516 | 707,674 | 892,690 | 1,089,264 |

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|------------------------|-----------|---------|------------|---------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 173,896 | 173,093 | 31,953 | 108,439 |
| Corn, bushels..... | 911,979 | 673,043 | 409,051 | 391,259 |
| Oats, bushels..... | 686,403 | 432,915 | 88,535 | 235,167 |
| Barley, bushels..... | 30,197 | 52,839 | 849 | 12,625 |
| Rye, bushels..... | ... | ... | 7,189 | ... |
| Flaxseed, bushels..... | ... | ... | ... | ... |
| Hay, tons..... | 13,070 | 8,193 | 1,251 | 3,889 |
| Flour, barrels..... | 55,390 | 36,460 | 23,360 | 19,620 |

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|----------------------|-----------|---------|------------|---------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 221,450 | 331,154 | 146,089 | 217,450 |
| Corn, bushels..... | 405,515 | 126,992 | 258,454 | 163,220 |
| Oats, bushels..... | 120,861 | 63,645 | 27,528 | 5,412 |
| Barley, bushels..... | 79,533 | 30,556 | 742 | 9,540 |
| Rye, bushels..... | 16,170 | 34,594 | 7,945 | 40,789 |
| Hay, tons..... | ... | ... | ... | ... |
| Flour, barrels..... | 11,400 | 19,700 | 12,600 | 15,700 |

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|--------------------------|-----------|-----------|------------|---------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 805,291 | 3,063,550 | 152,953 | 563,017 |
| Corn, bushels..... | 352,986 | 1,133,015 | 4,700 | 2,387 |
| Oats, bushels..... | 9,297 | 692,429 | 7,585 | 2,188 |
| Barley, bushels..... | 64,747 | 110,144 | ... | 129,084 |
| Rye, bushels..... | 26,133 | 123,714 | ... | ... |
| Flaxseed, bushels..... | 25,321 | 103,837 | 3,599 | 1,050 |
| Flour, barrels..... | ... | ... | 7,450 | 72,105 |
| Flour production, bbls.. | 16,430 | 8,485 | ... | ... |

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|------------------------|-----------|-----------|------------|-----------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 677,360 | 2,327,000 | 438,750 | 1,597,700 |
| Corn, bushels..... | 739,50 | 831,750 | 333,756 | 144,000 |
| Oats, bushels..... | 175,000 | 145,000 | 146,000 | 133,600 |
| Barley, bushels..... | ... | 8,460 | 800 | 9,600 |
| Rye, bushels..... | 10,400 | 29,250 | 3,900 | 30,550 |
| Flaxseed, bushels..... | ... | 6,500 | ... | 3,000 |
| Hay, tons..... | 15,070 | 8,576 | 5,380 | 1,300 |
| Flour, barrels..... | ... | ... | 19,920 | 31,080 |

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|------------------------|-----------|-----------|------------|-----------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 7,174,830 | 7,325,056 | 1,168,830 | 8,188,830 |
| Corn, bushels..... | 809,140 | 2,219,346 | 141,930 | 766,620 |
| Oats, bushels..... | 742,830 | 1,860,300 | 198,690 | 772,590 |
| Barley, bushels..... | 202,480 | 157,670 | 133,980 | 108,740 |
| Rye, bushels..... | 39,130 | 82,210 | 31,060 | 104,070 |
| Flaxseed, bushels..... | 162,840 | 214,980 | 144,960 | 55,790 |
| Hay, tons..... | 1,801 | 1,686 | 61 | 84 |
| Flour, barrels..... | 31,125 | 15,143 | 1,221,804 | 1,166,887 |

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|------------------------|-----------|---------|------------|-----------|
| | 1900. | 1899. | 1900 | 1899. |
| Wheat, bushels..... | 615,400 | 986,000 | 123,550 | 287,100 |
| Corn, bushels..... | 230,700 | 912,850 | 74,842 | 67,934 |
| Oats, bushels..... | 949,200 | 817,600 | 329,300 | 626,068 |
| Barley, bushels..... | 1,330,450 | 859,250 | 469,468 | 216,638 |
| Rye, bushels..... | 123,200 | 183,500 | 64,350 | 35,900 |
| Timothy Seed, lb..... | 235,010 | 335,121 | 144,570 | 178,210 |
| Clover Seed, lb..... | 246,940 | 523,377 | 255,110 | 1,113,890 |
| Flaxseed, bushels..... | 7,540 | 17,400 | ... | 6,960 |
| Hay, tons..... | 2,619 | 2,033 | ... | 105 |
| Flour, barrels..... | 57,485 | 120,340 | 159,000 | 198,642 |

MONTREAL—Reported by Geo. Hadrill, secretary of the Board of Trade:

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ELEVATOR

GRAIN NEWS

ILLINOIS.

W. P. Gore is completing a new elevator at Goreville, Ill.

Martin & Goudy are now the owners of the elevator at Foster, Ill.

Sandy Hoyer has sold his interest in the Stockdale Grain Co., Stockdale, Ill.

Alfred A. Thorp has sold to Jesse R. Titus the elevator at Flag Station, Ill.

A Mr. Ogden of Rantoul, Ill., contemplates the erection of an elevator at Sublette, Ill.

An elevator is being built at Pierson, Ill., to replace the one recently destroyed by fire.

Hummel Bros. now own and operate the elevator and lumber business at London Mills, Ill.

Geo. Sauer has put into his elevator at Rutland, Ill., a roller mill for grinding feed and meal.

Mansfield & Delaney have put in a new equipment of machinery at their elevator in Niantic, Ill.

Code & Reil have taken charge of the elevator at Wyoming, Ill., which they recently purchased.

Danison & Hartsock are getting material on the ground at Lane, Ill., for building an elevator.

It is reported that the M. & O. Railroad Co. is preparing to build a large grain elevator at Cairo, Ill.

C. W. Switzer has succeeded Switzer & McIntyre in the grain and lumber business at Atwater, Ill.

The Middle Division Elevator at Graymont, Ill., has been equipped with a 12-horse power gasoline engine.

A Mr. Loy, who is now buying grain at Grand Ridge, Ill., expects to build an elevator there in the spring.

Hamilton & Ekstrand's elevator at Ludlow, Ill., was closed down a few days recently for repairs on the engine.

Porterfield Bros. of Sidney, Ill., are preparing to build an elevator there at once, with a capacity of 20,000 bushels.

The Hayes Grain & Coal Co., Hayes, Ill., has been incorporated with a capital stock of \$1,500, to deal in grain and coal.

C. A. Besore's elevator at Urbana, Ill., was out of running order for several days last month, owing to a break in the main shaft.

The John Grain Co., Beason, Ill., has changed its name to the Beason Grain Co., and decreased its capital from \$30,000 to \$20,000.

The Hasenwinkle Grain Co. of Hudson, Ill., have placed Sterling Car Loaders in their elevators at Hudson, El Paso and Kerrick.

The Shearer Grain Co., Weston, Ill., have put in a 12-horse power gasoline engine, having built a new engine house for that purpose.

Joe Dixon has recently purchased Warren Springer's grain and store business at Uhlrich, Ill., and has also been appointed postmaster.

The Farmers' Elevator Co., Leonard, Ill., now have private telephone connection to Crescent City and contemplate putting up a line to Sheldon.

B. S. Sanborn of Chicago has purchased Thos. Mahaffy's interest in the elevator at Pecatonica, Ill., and the firm is now Sanborn & Sanborn.

It is reported that one day recently the four grain buyers at Emden, Ill., purchased 95,000 bushels of corn at an average price of 28¼ cents.

Thirty loads of grain had to stand over night at Wapella, Ill., recently. Good roads brought in a rush of corn and cars for shipping were very scarce.

The grain and coal firm of Kremer & Harris at Arcola, Ill., has been succeeded by Harris & Wesch, Mr. Kremer having disposed of his interest to J. A. Wesch.

H. A. Boyer has rented the other half interest in the West Side Elevator at Tampico, Ill. His brother, E. C. Boyer, will move from Morrison and operate it for him.

Newspaper correspondence from Paradise, Ill., last month said: "Roads are fine and we have filled all the grain elevators on the line within hauling distance."

The trust deed on the Nebraska Elevator, Chicago, given recently to the Illinois Trust & Savings Bank to secure a bond issue, requires, in addition to the regular fire insurance, that \$125,000 insurance

against cyclones be carried during the ten years the bonds are in force.

Several new elevators are being completed in Illinois along the Streator-Clinton extension of the 3-1 Railroad. One of these houses, just completed, is at Lostant.

A. N. Gordy of Fithian has purchased M. H. Kirkwood's elevator and mercantile business at Kirksville, Ill. Mr. Gordy also expects to succeed Mr. Kirkwood as postmaster.

M. Schoonmaker has rented his elevator at Reynolds, Ill., to C. H. Wayne. On February 1 he retired from the business of buying grain, in which he had been engaged at that place for twenty-one years.

The John Walters Co. have installed a 25-horse power steam engine in their elevator at Parnell, Ill. Having put in a corn sheller, etc., their 10-horse power gasoline engine did not have sufficient capacity.

The two elevators of R. B. Evans & Co. have been sold to close up the business of the firm. The one at Edwardsville, Ill., was purchased by E. J. Jeffress for \$1,650 and the one at Fruit, Ill., by J. A. Fruit for \$1,700.

Thos. W. Craig, manager of the Hasenwinkle Grain Co.'s elevator at El Paso, Ill., has resigned and H. J. Hasenwinkle of St. Paul, Minn., succeeds to the position. The main office of the company is at Hudson.

The Barnard & Leas Mfg. Co. reports the sale of a No. 98 Barnard Perfected Elevator Separator to the Chicago Terminal Elevator Co. Also two No. 4 Barnard Elevator Separators to the Macdonald Engineering Co. of Chicago.

The East St. Louis Elevator, the last of the houses formerly owned by the defunct Consolidated Elevator Co. of St. Louis, has been sold under foreclosure proceedings to the United Grain & Elevator Co. of St. Louis for \$51,000.

C. H. & P. G. Jones of Champaign, Ill., recently sold in one lot 100,000 bushels of oats to the Cleveland Grain Co., Cleveland, Ohio. An earlier sale to the same company was 65,000 bushels on January 3. These shipments give them room for handling the corn that should begin to come to market about this time.

A. Sperling of Dewey, Ill., through the Bloomington Pantagraph, has the following to say regarding that town: "Dewey is the center of as great a grain country as can be found in the world, I guess. We live in the garden spot of the earth. Fully 600,000 bushels of corn are shipped from this station each year, besides probably 200,000 bushels of oats. At the average price of 20 cents a bushel, this would make the immense sum of \$200,000 paid out each year to the neighboring farmers. Our territory is somewhat circumscribed, too, as Tomlinson is but two miles east and Fisher only three and a half miles west. We have a more extended territory north and south than we have east and west."

CENTRAL.

L. F. Brown will retire from the elevator business at Elmdale, Mich.

The Myers & Patty Co. of Pleasant Hill, O., are building an elevator.

E. F. Cool of Clarksville has purchased the elevator at Elmdale, Mich.

Jacob Heldman, formerly in the grain business at Jamera, Ohio, has assigned.

Martin & Gonty of Rileysburg have purchased Ed. Felts' elevator at Foster, Ind.

Beshoar & Love are now doing business in their new elevator at Burnettsville, Ind.

The grain elevator at Lockbourne, Ohio, has recently been enlarged and improved.

It is said that a new grain elevator may be built at Archbold, Ohio, in the near future.

Chas. T. Duffie has retired from the grain firm of Purse, Duffie & Quinn at Detroit, Mich.

M. E. Burke is fitting up a factory building at La Rue, Ohio, for use as a grain elevator.

E. L. Greely & Co. of Ashland have purchased Geo. Chamberlain's elevator at East Liberty, Ohio.

Samuel Born & Co., grain dealers of Lafayette, Ind., contemplate the erection of a fine new elevator in that city.

Royce, Coon & Turkham, Latty, Ohio, have purchased from the Barnard & Leas Mfg. Co. a No. 2 Victor Corn Sheller.

The stockholders of the Star Elevator Co., Cleveland, Ohio, held their annual meeting on January 20 and elected the following officers: T. W. Burnham, president; J. H. Worley, first vice-president; W. H.

Ingham, second vice-president; F. W. Blazy, secretary and treasurer.

M. R. Garrill, Luckey, Ohio, was a recent purchaser of a No. 2 Victor Corn Sheller and a No. 2 Cornwall Corn Cleaner.

Bazore & Brown have purchased Foresman Bros' mill at Circleville, Ohio. They will also engage in the grain and coal business.

D. C. & W. A. Williams have purchased the Penley Elevator at Sandusky, Ohio, and will operate it in connection with their other house there.

Willis Jones, who for some time has been in charge of the elevator at Derby, has purchased a half interest in the elevator at Morgan, Ohio.

Emery Thierwechter & Co.'s elevator at Oak Harbor, Ohio, recently damaged by fire, is being repaired and will soon be in complete running order again.

J. M. Neer, a hay shipper of Marion, Ohio, has purchased John E. Rayl's grain business and leased the plant on the C., H. V. & T. R. R., which he operated.

J. W. McMillan of Van Wert, Ohio, has purchased of S. G. Sheller the site of the Lambert Elevator at Ohio City, Ohio, and, it is reported, will build an elevator at once.

The Churchill-White Co. of Chicago is making improvements in its clipping, cleaning and transfer elevator at South Bend, Ind. The power plant is being increased to 200 horse power and the capacity of the plant doubled.

The Interstate Grain Co. of Toledo, whose elevators are at Fostoria, Ohio, held its annual meeting last month, at which time the following officers and directors were elected: President, A. Mennel; vice-president, Isaac Harter; secretary-treasurer, W. F. Day; directors, Henry W. Harter, F. E. Near, Geo. Brinkerhoff, W. C. Brown and the president, vice-president and secretary-treasurer.

For at least three years now the newspapers of Canton, Ohio, have been using big headlines and columns of space in calling attention to the efforts of the local board of trade to establish a small elevator in that city to attract the grain of farmers in that vicinity. The matter seems to have reached the point where they are now soliciting stock subscriptions from local business men. Some of these men are said to be investing in as many as twenty shares at \$10 per share.

IOWA.

C. W. Mix will probably build an elevator at Osgood, Iowa, in the spring.

D. W. Christy has been succeeded by the Meriden Grain Co. at Meriden, Iowa.

James Hutton has engaged in the retail grain and feed business at Onslow, Iowa.

Orville Keith has bought a half interest in the Hayes Elevator at Wayland, Iowa.

Chas. Knudson will handle coal in connection with his grain business at Industry, Iowa.

The new elevator on the I. C. R. R. at Manson, Iowa, is now open and doing business.

F. S. Davis, late of Geneseo, Ill., now has his elevator in operation at Coon Rapids, Iowa.

C. A. Parlier & Son have sold their elevator at Smithland, Woodbury Co., Iowa, to L. Wycke.

An elevator has just been completed at Boxholm, Ia. It is owned by Chicago parties.

H. Gadelish of Akron is now in charge of the Hopkins & Co. elevator at Chatsworth, Iowa.

Edmunds & Co. of Marcus have purchased the Cedar Falls Milling Co.'s elevator at Remsen, Iowa.

The Northern Grain Co. of Chicago are now doing business through their new elevator at Lake Mills, Iowa.

J. Anracher of Shenandoah, Iowa, is making improvements on his Bingham elevator to the extent of \$800.

Stough & Walters, Charter Oak, Iowa, have sold their line of elevators to Mairs & Jamison of La Crosse, Wis.

Reeve & Beebe are said to have leased the elevator at Hampton, Iowa, lately occupied by Geo. Messelheiser.

Geo. Abraham has entered into partnership with C. A. McCarty in the grain and coal business at Prescott, Iowa.

The five new elevators of the Winona Grain Co. along the line of the Illinois Central road in Iowa are now completed. They have a capacity

of 25,000 bushels each, and are located at Kuerin, Richards, Rockwell City, Mosely and Yetter.

H. Kuriz & Son, who recently sold their elevator business at Greenfield, Iowa, are now located at Sac City, Iowa.

Wm. B. and Geo. Brunning have purchased from the estate of C. Brunning the grain and lumber business at Breda, Iowa.

The first building to be erected at the new town of Halfa, Iowa, aside from the depot, is a grain elevator, now about completed.

The Northwestern Grain Co. of Mason City expect to build an elevator at McIntire, Iowa, as soon as the weather permits.

Work has been begun at Estherville, Iowa, on a 30,000-bushel elevator by the Great Western Elevator Co. of Minneapolis.

W. P. Savage and L. B. Bayne of Gravity, Iowa, have formed a partnership to engage in real estate, insurance and grain buying.

The Des Moines Elevator Co., Des Moines, Iowa, has purchased from the Barnard & Leas Mfg. Co. a No. 6 Cornwall Corn Cleaner.

The Interstate Elevator Co. have installed a number of Hall Grain Distributors in their new elevators at Burt, Iowa, and vicinity.

There is a report current at Dubuque, Iowa, that a large grain elevator will probably be built in that city, to connect with the four railroads there.

J. C. Smalley & Co. have purchased and are now operating the Forrest Milling Co.'s elevator at the Short Line Depot, Waverly, Iowa. They also handle flour and mill feed.

The Davenport Elevator Co., Davenport, Iowa, has placed a contract with a local construction company for building its large new elevator. Work will be commenced at once.

The Western Elevator Co. of Winona, Minn., have built an elevator on the Illinois Central at Rockwell City, Iowa. They are also building elevators at some of the new towns along this road.

After being in business for thirty-eight years at Brooklyn, Iowa, T. J. Holmes & Son dissolved partnership and retired. Wm. T. Holmes, the junior partner, conducts a fire insurance agency.

The Sioux City Journal says that practically all the elevators in that section are closed as most of the wheat crop is marketed and feeders are paying 2 to 3 cents more for corn than the shipping price.

EASTERN.

F. K. Fish & Son, grain merchants at New York City, have dissolved.

Dr. T. J. Jacobs has a new elevator, just completed, at Somerfield, Pa.

W. J. Brooks is doing a growing business in grain and feed at Hibernia, N. Y.

Wesley Green has engaged in the retail grain business at Shutesbury, Mass.

The South Shore Seed Co. has been organized at Danville, N. Y., by J. M. Hackett and James L. Drohen.

The Houlton Grain & Grocery Co., Bangor, Me., has made an assignment. Liabilities, \$12,000; assets, \$3,000.

U. B. Siegrist has renewed his lease of the grain elevator and coal yards at Heilmundale, Pa., for another year.

W. J. Onthout & Co. have purchased the grain, feed and lumber business of Gartz & Bea at Millburn, N. J.

Osgood & Sargent have sold their grist mill and grain business at Sumcook, N. H., to Geo. W. and Edward M. Fowler.

C. E. Libby and G. E. Gilmore have opened a grain store at Burnham, Me. They have a feed mill operated by wind power.

A big floating elevator is nearing completion in the shipyards at West Haven, Conn., for the Brooklyn Grain Elevator Co.

C. B. Cummings' Sons of Norway have opened a branch grain and feed store at Bethel, Me., with Clement Ward in charge.

Aaron Brown, Tunkhannock, Pa., contemplates adding a gasoline engine and feed grinding outfit to his new grain warehouse.

Hawes & Griffiths, Foxboro, Mass., have completed an addition to their store, 16x40 feet, to accommodate their grain business.

The L. A. Gurney Co., Portland, Me., has been incorporated to do a general grain, hay, coal and wood business. Capital stock, \$10,000.

James W. Whitney, H. Roy Gilbert, Herman W. Howard and Edmund Thomas have been elected

as directors of the Whitney Elevator & Warehouse Co., Rochester, N. Y.

Chas. Holman, retail dealer in grain and hay at Baltimore, Md., failed recently.

Joseph Olmstead has completed a new business building at Nichols, N. Y., a portion of which he will occupy with his grain and feed business.

Geo. L. Lewis, R. L. Fosburgh and Geo. D. Hollister have been elected directors of the Eastern Elevating Co., Buffalo, N. Y., for the ensuing year.

A. J. Haskell is running a grist mill in connection with his grain and feed business at Bethel, Me. In the spring he expects to enlarge his buildings.

The Conklin Elevator at Binghamton, N. Y., is crowded with grain and seeds and rushed with business, owing to the near approach of the planting season.

Work has been commenced on the superstructure of the large C. & O. Elevator at Newport News, Va., and it is expected to have it ready for business by next fall.

J. A. Seobell of Cape Vincent, N. Y., has bought at mortgage sale the Burnham Elevator at Watertown, for \$1,100. The elevator is said to have cost some \$40,000 when new.

A. R. Manning & Co., Yantic, Conn., expect to move their grain and feed business to a more convenient location, where new buildings will be erected for their accommodation.

WESTERN.

A. J. Dexter has bought a building at Chelan, Wash., which he will use for a grain warehouse.

The J. Q. Adams Co. of Tacoma has shipped a carload of bluestem wheat to Australia for seed.

Chas. Thompson, formerly of Liverpool, Eng., has engaged in the grain business at Tacoma, Wash.

The four steel tanks for the storage of wheat at the Puget Sound Flour Mills, Tacoma, Wash., have been completed.

The Big Bend Flour Mill of Davenport, Wash., will soon put in a steel tank pneumatic storage system for wheat.

W. R. Cook has purchased B. U. Dye's interest in the seed and machinery business at Rocky Ford, Colo., D. P. Elliott being his partner.

The Farmers' Flour Mill Co. of Hamilton, Mont., will build an elevator 80x30 feet and 68 feet high, having storage capacity for 33,000 bushels of grain and bins for some thirteen carloads of feed.

Millers of Central and Eastern Washington are paying two cents a bushel more for wheat than export buyers care to offer. Farmers seem disposed to sell more freely than heretofore. It is said that the millers are likely to secure most of the wheat now held by farmers.

MISSOURI, KANSAS AND NEBRASKA.

The York Elevator at Bigelow, Mo., has been torn down.

The elevator at Berwick, Kan., is to be rebuilt at once.

Thompson & James are completing a 15,000-bushel elevator at Mayetta, Kan.

B. S. Ebel & Co. contemplate the erection of a good-sized elevator at Burlingame, Kan.

The Evans & Hare elevator at Murdock, Neb., is almost ready to be put in operation.

G. A. McCandless & Son have purchased Geo. W. Lowrey's elevator at Prairie Home, Neb.

Hall & Robinson have added another large corn crib to their storage outfit at Haven, Kan.

Seeley, Son & Co., Fremont, Neb., were recent purchasers of a No. 1 Cornwall Corn Cleaner.

The court has been asked to appoint a receiver for the Crescent Elevator Co., Kansas City, Mo.

The Brinson-Judd Grain Co. has installed at Cherryvale, Kan., a No. 2 Victor Corn Sheller.

The Railroad Mill & Elevator Co. of Coffeyville, Kan., has been incorporated with a capital of \$30,000.

The Atkinson Milling, Grain & Stock Co., Atkinson, Neb., has been incorporated with a capital of \$15,000.

Brown & Faherty of Perryville, Mo., will build an elevator at once to meet the demands of their increasing business.

Bossemeyer Bros. have their new elevator at Superior, Neb., completed. It is 28x32 feet and a little over 70 feet high. It is a fine, modern house. It is

especially arranged to sack grain quickly for the Mexican trade.

The Monroe Grain Co. are getting material on the ground for a new elevator at Monroe, Neb.

Grigsby & Quinn have succeeded Armstrong & Grigsby as grain and feed dealers at Fayette, Mo.

The elevator and feed mill of J. Berns & Co. at Peabody, Kan., is again in operation, after being shut down for repairs.

The Missouri & Kansas Grain Co.'s plant at Neosho, Mo., in charge of A. L. Brannock, turns out a lot of chopped feed every day.

J. E. Liggett is at the head of a company which is about to build a 50,000 to 75,000 bushel elevator on the Rock Island tracks at Wichita, Kan.

The Farmers' Union Elevator Co. of Oakland, Neb., which was incorporated 13 years ago with a capital of \$10,000, has renewed its charter.

F. E. Roby, proprietor of the flouring mill at Kearney, Neb., has arranged with Frank E. Goodell to operate the elevator connected with the mill.

J. E. Teasdale of St. Louis, Mo., formerly with the J. H. Teasdale Commission Co., has engaged in the grain and mill feed business on his own account.

Morris Smith, living southeast of Arborville, Neb., has built an elevator on his farm, to handle the 35,000 to 50,000 bushels of corn which he feeds to his cattle every year.

The Crowell Lumber & Grain Co. are about to start up their new 70,000-bushel elevator at Lindsay, Neb. It is equipped with modern machinery, including the new Hall Grain Distributors.

The Farmers' Grain Co.'s stockholders held their semi-annual meeting at Brining, Neb., last month. The old officers were reelected and much satisfaction expressed with last season's business.

R. M. Hines of Bradshear, Mo., has traded his grain, implement and coal business to M. B. Sherwood for a 90-acre farm. Mr. Sherwood is also engaged in the real estate, loan and insurance business.

J. L. Heath & Sons have remodeled and enlarged the elevator on their ranch, 4 miles south of Peabody, Kan. In addition to the 15 h. p. gasoline engine which they had, they have put in a 28 h. p. gasoline engine.

The Kaw Valley Mill & Elevator Co., Forbes Bros., proprietors, are building a 40,000-bushel elevator and a 600-barrel cereal mill in North Topeka, Kan. They have been operating on a small scale for a number of years. The new plant will be ready by April 1.

WISCONSIN AND MINNESOTA.

The new town of Ormsby, Minn., has three new elevators.

W. B. H. Kerr has his new elevator in operation at North Lake, Wis.

The Nye & Schneider Elevator at Wells, Minn., is about ready to handle grain.

J. S. Barry, recently purchased the grain business of Lee & Olson at Jackson, Minn.

The Farmers' Elevator Co. of Hallock, Minn., will handle agricultural implements this season.

The St. Anthony & Dakota Elevator Co. closed its elevator at Russia, Minn., early last month.

Honstain Bros. of Minneapolis have completed an elevator for Schmidt & Anderson at Wabasso, Minn.

Honstain Bros., the elevator builders of Minneapolis, now have a crew at Wilmott, Minn., completing an elevator.

The A. G. Wells Co. have their new grain house at Askeaton, Wis., open for business, with John Summers Jr. as buyer.

The partially burned warehouse and elevator of the Prairie Mills Co., River Falls, Wis., is to be rebuilt and improved.

The newly organized Farmers' Elevator Co. at Mayville, Minn., expects soon to either buy or build an elevator in that town.

James Hood has closed out his grain business at Edgerton, Minn., to Wm. Lockwood, the proprietor of the elevator he operated.

Craig & Trager will operate the Cargill Elevator at Osseo, Wis., in the future, and Buyer Dan Nally has been transferred to another point.

The Farmers' Elevator Co. of Ortonville, Minn., held its annual meeting recently. The directors were all reelected and E. J. Briggs retained as buyer for the ensuing year. It is reported that the

yearly earnings amounted to \$10 a share. The shares were sold two years ago for \$20 each, and the first year paid a profit of \$5.

Farmers in the vicinity of Appleton, Minn., have decided to build an elevator there providing a sufficient amount of stock is subscribed for.

D. L. James has installed a gasoline engine in his elevator at Van Dyne, Wis. He has thus far this season handled about 50,000 bushels of barley.

The contract for the elevating and conveying machinery for the Great Northern Elevator at Duluth has been awarded to the Webster Mfg. Co., Chicago.

The Dakota Elevator Co. has purchased the Farmers' Elevator at Fergus Falls, Minn., of N. O. Hendricks. Agent Lydstrom will be continued by the new owners.

Farmers in the vicinity of New Richland, Minn., are said to have secured enough subscriptions for stock to warrant them in completing their organization of an elevator company.

The Neilsville Farmers' Elevator Association, Neilsville, Minn., has been officered as follows for the present year: President, Paul Simon; secretary and treasurer, C. C. Melsness.

The Farmers' Mercantile & Elevator Co. of Zumbrota, Minn., paid its usual 10 per cent dividend for last year, during which time over a quarter of a million bushels of grain was handled.

G. R. Woodward of Little Rapids, Wis., who has been handling more or less grain for several years, contemplates building a grain warehouse here on the Northwestern Railway next summer.

The Finch-Parker Grain Co. has been organized by two business men of Tracy, Minn. They have purchased the Atlas Elevator at that place and expect to buy or build several more during the coming summer.

The Minnesota Elevator Co. have their elevators at Sanborn and vicinity completed. They are equipped with modern machinery, including the Hall Grain Distributor and Overflow Indicator, with which they are said to be much pleased.

The A. E. Anderson Co. of Minneapolis has been incorporated with a capital of \$25,000, to do a general grain business. The incorporators are: A. E. Anderson of Cottonwood, Minn.; Cyrus E. Warren, Hazell, S. D., and Richard Tattersfield of Minneapolis.

Several grain and lumber men of Winona, Minn., have incorporated the Grain & Lumber Exchange Co. with a capital stock of \$100,000, for the purpose of erecting an office building. The incorporators are Charles Horton, R. E. Tearse, Frank Horton, J. R. Marfield, E. D. Dyar and Roseoe Horton.

The Faribault Farmers' Elevator Co. of Faribault, Minn., held its annual meeting in January. The indebtedness was reduced during the year from \$2,000 to \$400. The officers elected by the directors are as follows: President, D. Purfeerst; secretary, S. J. Leahy; treasurer, E. Kaul.

The Pine Island Farmers' Elevator Co.'s stockholders held their annual meeting last month. Manager Billings' report showed the net profits for 1899 to be \$1,700. After paying off all indebtedness the company has \$700 cash on hand. J. C. Dickey was elected president, W. D. Hayward secretary, L. F. Irish treasurer.

Cokato, Minn., has two "independent" elevators. The Cokato Elevator Co. was organized about ten years ago and has never paid less than 17 per cent dividend. The present officers are: S. J. Swanson, president; John Nygren, manager; G. P. Olson, secretary. The Farmers' Elevator Co. is a recent organization having 173 stockholders. At the time of its first annual meeting it had handled 120,000 bushels of grain and declared a dividend of 20 per cent. H. C. Bull is president; P. H. Johnson, secretary; F. Swanson, treasurer; John Ojanpura, manager.

SOUTHERN.

A. Roe has opened a wholesale grain store at Punta Gorda, Fla.

J. E. Coyle of Perry, Okla., is to build an elevator at Pawnee in the spring.

The Nashville, Chattanooga & St. Louis Ry. has just completed a grain elevator at Hickman, Ky.

The Commerce Milling & Grain Co. of Commerce, Texas, has been incorporated with a capital stock of \$20,000.

Hendrix & Donaghey of Trenton, Texas, are reported as being in the market for grain elevator machinery.

The Canadian County Mill & Elevator Co. of El Reno, Okla., will build a 75,000-bushel elevator before harvest.

The Oklahoma City (Okla.) Mill & Elevator Co. has been incorporated with a capital of \$40,000.

The directors are Whit Grant, L. F. Kramer and E. E. Thomas.

On February 1 E. A. Robertson withdrew from the grain firm of Bland & Robertson at Taylor, Texas.

The Mayville Canal Co., Mermentau, La., has purchased from the Barnard & Leas Mfg. Co. a No. 35 special grain separator.

The Farmers' Mill & Elevator Co., Hennessey, Okla., has been incorporated by A. Brox, M. J. Friend and J. B. Van Deren.

The Adams Grain & Provision Co., whose incorporation we noted last month, has succeeded Barnhardt & Co. at Charlotte, N. C.

The Tarrant Grain & Mill Co., Fort Worth, Texas, has been incorporated with a capital of \$10,000, by C. T. Hodge, G. H. Ward, C. Barr and A. E. Ward.

T. H. Bunch of Little Rock, Ark., is now doing business in his new elevator building, where he has conveniently arranged and nicely furnished offices.

Work is going on continuously on Orthwein's Sons' elevator at Fort Worth, Texas, and it will be ready for business on or before May 1. The capacity of this house has been variously reported, but Mr. Mountcastle, who is in charge of this elevator, says its storage capacity will be 250,000 bushels, with a handling capacity of 150,000 bushels every ten hours.

THE DAKOTAS.

N. P. Rasmussen has completed his new elevator at Dazey, N. D.

The Monarch Elevator at Verona, N. D., has been closed for the season.

The Monarch Elevator at Oriska, N. D., closed for the season the latter part of last month.

The Anderson Elevator at Mayville, N. D., has been leased by G. S. Walker of Casselton.

Stoddard & Ketcham of Madison, S. D., have purchased the Weiss Elevator at Wentworth.

The Farmers' Elevator at Cummings, N. D., is said to have handled 65 per cent of the grain marketed there last year.

Van Osdel, Frick & Co. of Mission Hill, S. D., are making improvements in their elevator, adding a gasoline engine, feed grinder, etc.

Rugby, N. D., now has three elevators, the new one having been erected by J. H. Lockwood. It is a fine, modern house with capacity for 50,000 bushels.

The St. Anthony & Dakota Elevator Co. is installing with other modern machinery in its new elevators at Niagara and Petersburg, N. D., the Hall Grain Distributor and Overflow Indicator.

CANADA.

The Lake-of-the-Woods Milling Co. will build an elevator at Wolsley, N. W. T.

The Great Northern Elevator Company of Canada has applied for incorporation to carry on an elevator business at Quebec.

The Harbor Commissioners of Quebec have decided to try to lease for a term of years the elevator of the C. P. Ry.

Grain inspectors' certificates have been granted to the following gentlemen at Winnipeg: Thomas Horne, Geo. Serls, Geo. Hill.

The Canada Atlantic Railway Co. will build a second elevator at Depot Harbor, the new one to have a capacity of 1,500,000 bushels.

Farmers in the vicinity of Ninga, Manitoba, are agitating the question of building an elevator there. They are still holding much of their wheat in the hope of getting better prices.

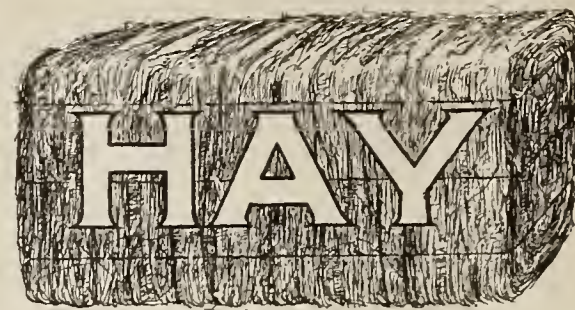
James Carruthers & Co., grain exporters of Montreal and Toronto, have opened a branch office in Winnipeg with Mr. C. Tilt in charge. They expect to maintain this office permanently.

The Farmers' Mill and Elevator at Portage la Prairie, Manitoba, has been purchased by A. Brown & Co. of Toronto, for \$12,000. They will probably make improvements in the property.

Waskada, Manitoba, at the end of the Canadian Pacific extension, just completed, has a new 25,000-bushel elevator erected by Chas. A. Young of Deloraine. Two mixed trains per week are run to Waskada.

Bready, Love & Tryon of Winnipeg completed an elevator at Crandell last month, which doubtless breaks the record for winter elevator building in that part of the country. This firm built nine elevators last year with an aggregate capacity of 225,000 bushels. They will doubtless commence the erection of more elevators in the spring.

The Idaho grain shippers are "kicking" now about the Washington state inspection.



J. L. Roberts, a dealer in hay at Ashland, O., died recently.

David Patterson has opened a hay market at Greenleaf, Wis.

Berton Davis has opened a hay and feed store at Seranton, Pa.

Joseph Murphy has engaged in the hay and grain business in Dubuque, Ia.

Rudolph Fatzer, a hay dealer of Taylorville, Ill., is reported out of business.

T. W. Bear has succeeded Scott Busley in the hay business in Kansas City, Mo.

The hay warehouse of George Johnson, at Liberal, Mo., was damaged by fire recently.

A Kansas City hay-press dealer writes that orders for hay presses are coming in fast.

P. H. How, a hay buyer, formerly of Le Roy, Kan., is now in the hay business at Gridley, Kan.

A building at Uvalde, Tex., used by L. Schwartz & Co. for storing hay, was entirely destroyed by fire at 8:30 p. m. January 8.

Lewis Sehl and Wm. Lannas, hay buyers of Greenup, Ill., have dissolved partnership. Mr. Sehl will continue the business.

Harry H. Pratt has shipped this season from the vicinity of Carlisle, Pa., about 500 tons of baled hay, most of it going to Philadelphia.

M. Strain of Lamar, Colo., is shipping from fifteen to twenty carloads of alfalfa hay from that part of Colorado to points in Texas and New Mexico weekly.

Charles Holman, a dealer in hay and feed at Baltimore, Md., made an assignment for the benefit of his creditors to John Hannibal, January 25. Assets about \$750.

The freight rate on hay from Auburn, Ind., to Boston, has been raised from \$4.90 to \$6 a ton, the latter figure being more than the usual price paid to the farmer for his hay.

Westal Harkness of Elba, N. Y., is said to have baled three tons and 1,150 pounds of hay in one hour recently. Charles Deis pitched the amount into the press without assistance. It is claimed that this beats the record.

Farmers in the vicinity of Panola, Ill., sell their straw to a straw presser for 2 cents a bale—about 75 pounds. It is shipped to Peoria, where it is manufactured into strawboard. An ordinary stack will net the farmer about \$15.

During a single month, from December 14 to January 14, United States Quartermaster Robinson purchased in the Seattle market nearly 3,000 tons of hay for shipment to the Philippines. In hay and grain purchases he expended over \$50,000 during the month.

A bill recently introduced into the Maryland legislature compels hay hucksters to obtain a \$100 license before engaging in the business. This is to protect the farmers, who claim that a combination of hay peddlers has conspired to keep down prices of hay and straw.

Farmers in British Columbia are holding their hay in anticipation of a rise in price. It is said that the recent heavy exportations of hay from Puget Sound ports to Manila have made a scarcity of hay in that market and will prevent the importation of the article into British Columbia.

At the annual convention of the Farmers' New Hay Market Company of Philadelphia, held in that city recently, it was decided to offer the property of the Company for sale either in whole or in part, to the best advantage. The annual statement shows 8,138 loads weighed last year, a decrease from the previous year, owing to the short hay crop.

Hundreds of tons of Canadian hay for export to South Africa have been purchased at \$7.50 to \$8 per ton for No. 2. The export demand has helped Canadian farmers to dispose of considerable quantities of old hay from the crop of 1898, most of which was clover. This old clover has been mixed with last crop timothy. One farmer who boasted that he had worked off his entire 1898 crop of clover in this way admitted that he had

at one time offered it at \$3.50 per ton without finding a buyer. Holders are firm, in view of the probably increased demand. No. 1 has sold at \$10, and clover at \$7.50. A further order is looked for in the near future.

Martin Burgess, a hay buyer and farmer of Holly, Mich., whose assignment in favor of his son-in-law, Hugh Montgomery, was announced in this department last month, is now in court on bankruptcy proceedings brought by his creditors. Burgess is said to have assumed several thousand dollars in private debts, most of which were in promissory notes.

Large quantities of hay are being shipped direct from Wisconsin farms to New York, where it is put on shipboard for South Africa for use of the British army mules. The British steamship Hortensius sailed from New York January 10 for South Africa with 25,000 bales of hay. This is only one of many shipments made or to be made, in which the hay supply of the United States and Canada is heavily drawn on.

Rye is said to make good hay if cut and cured at the proper stage of growth. John M. Jamison in the National Stockman says that it should be cut for hay after the bloom is off and the grain has begun to form. Rye, when ripe, will stand more rain when in the shock without caps or binders than the other small grains capped in the most careful manner. Clover and rye grown together are improved by the mixture.

Hay is now selling at about \$6 a ton at Pierre, S. D., and this is considered by the local press there a high price, and the result of a "Farmers' trust." Pierre is said to use \$25,000 to \$30,000 worth of hay every year, much of which is used in feeding stock for the fall outgoing shipments and for the spring incoming receipts. About \$100 a day is thus disbursed to farmers in that part of the state every working day in the year.

Fire destroyed the hay and feed store of Brings & Co., 318 West Seventh Street, St. Paul, Minn., January 17. Seven carloads of hay and straw in the building were almost a total loss, either by fire or water. There was no insurance. The loss was about \$1,500. The building, a dilapidated frame structure, was not owned by the firm. It was left open at night and is supposed to have caught fire from someone sleeping on the hay.

Wharton County, in Southwestern Texas, near Houston and Galveston, has become noted for its semi-annual output of thousands of tons of hay. The hay lands lie near the Colorado River and it is proposed to improve them by drainage. At a recent executive session of the officers of the South Texas Hay Association, held in Houston, J. B. Holloway was chosen a delegate to the drainage convention, which will meet in Houston, January 23.

The Pittsburg, Pa., wholesale hay and grain dealers talk of uniting their interests. The combination takes in only such dealers as handle carload lots and includes D. McCaffrey's Sons, W. M. Gordon, A. H. Sunshine, J. M. Smith & Co., Herb Bros. & Martin, William Henry & Co. and Keil & Thorn. The original capital of the combination is \$200,000, but this amount may be increased if the organization is perfected. A. Y. Roenigk is the promoter of the new organization.

Western hay shippers are complaining that notwithstanding the positive statement of Chairman Tucker of the Classification Committee that the increase of railroad rates would embrace all Canadian territory, yet no change whatever has taken place in the rates from Canadian territory to the seaboard nor from Maine, Vermont, etc.; and that there is a large source of supply just at the door of the large consuming centers of New England which is at a considerable advantage over the rest of the hay country in the matter of railway rates.

A new variety of hay, known as Turkestan Alfalfa, is being introduced into this country by the Department of Agriculture. It is distinct from the common alfalfa and in experiments, both in Russian Turkestan and in this country, has been found vastly superior, especially where there is a lack of water. The Secretary of Agriculture estimates that the severe winter of 1898-99 killed off probably half the alfalfa of Western Kansas, Nebraska, Colorado and Wyoming, but the Turkestan alfalfa grown in the states mentioned was not damaged. A large quantity of seed will be distributed by the department throughout the West, with a view to thoroughly test the merits of this new grass.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending January 20, sales of Choice Timothy ranged at \$11.00@12.00; No. 1, \$10.50@11.25; No. 2, \$9.00@10.00; not graded, \$7.00@11.50; Choice Prairie, \$9.00@10.00; No. 1, \$7.50@9.50; No. 2, \$6.00@8.00; No. 3, \$6.00@6.50. Rye

straw sold at \$6.50@7.75, and oat straw at \$4.75@5.00. The receipts for the week were 5,899 tons, against 5,489 tons for the previous week. Shipments for the week were 170 tons, against 171 tons for the previous week. The market for Prairie and Timothy Hay was rather dull and only a moderate inquiry existed. Offerings were large and prices showed a decline of 25 to 50 cents per ton.

During the week ending January 27, sales of Choice Timothy ranged at \$11.00@11.50; No. 1, \$10.00@11.25; No. 2, \$9.50@10.25; No. 3, \$8.50; not graded, \$8.00@10.50; Choice Prairie, \$8.50@9.50; No. 1, \$7.50@9.00; No. 2, \$5.50@8.00; No. 3, \$6.00@6.50; No. 4, \$5.25@5.50. Rye straw sold at \$7.00@8.00, and oat straw at \$5.00@5.25. The receipts for the week were 4,850 tons, against 5,899 tons for the previous week. Shipments for the week were 117 tons, against 170 tons for the previous week. The arrivals of strictly Choice Timothy were light during the week, and a good inquiry existed. Medium and low grades were in liberal supply and rather dull; prices showed a slight decline.

During the week ending February 3, sales of Choice Timothy ranged at \$11.25@12.00; No. 1, \$10.00@10.50; No. 2, \$8.50@10.50; not graded, \$8.00@10.25; no grade, \$6.00; Choice Prairie, \$8.25@9.25; No. 1, \$7.00@8.75; No. 2, \$5.50@7.50; No. 3, \$5.00@5.50; No. 4, \$5.00@5.75. Rye straw sold at \$6.50@7.25, and oat straw at \$5.00. The receipts for the week were 4,529 tons, against 4,850 tons for the previous week. Shipments for the week were 166 tons, against 117 tons for the previous week. The market for Timothy Hay ruled very firm, especially for choice grades during the week. The offerings were small and the demand good. Prices advanced about 50 cents per ton.

During the week ending February 10, sales of Choice Timothy ranged at \$11.50@12.50; No. 1, \$10.50@11.50; No. 2, \$9.50@10.00; No. 3, \$9.50; not graded, \$9.00@10.62½; thrashed, \$7.00; Choice Prairie, \$8.50@9.50; No. 1, \$8.00@9.00; No. 2, \$7.90@8.00; No. 3, \$6.00; No. 4, \$5.25@5.50. Rye straw sold at \$5.50@7.50, and oat straw at \$5.25@5.50. The receipts for the week were 3,278 tons, against 4,529 tons for the previous week. Shipments for the week were 233 tons, against 166 tons for the previous week. The offerings of Timothy Hay were quite small during the week, and the local inquiry was good. The demand for shipment was also a little more active. Prices advanced 25 to 50 cents per ton at the close of the week. The market for Prairie Hay was quiet throughout the week. The arrivals were small and the demand light, prices showing no material change.

PERSONAL

M. Caley is now in charge of the elevator at Metamora, Mich.

Vert Villars is in charge of Martin & Goudy's elevator at Foster, Ill.

F. E. De Celle, who was formerly at Hull, Iowa, is now located at Mitchell, S. D.

Louis Dalgleish is now in charge of Hopkins & Co.'s elevator at Chatsworth, Iowa.

Peter Sukop is now in charge of Schmid & Anderson's elevator at Wabasso, Minn.

Philip Gebeher is in charge of the Richardson Grain Company's office at Ransom, Ill.

G. M. Pike will have charge of the Trans-Mississippi Elevator at Harlan, Ia., when completed.

William Dean will have charge of Bateman & Noble's elevator at Bellflower, Ill., during the coming season.

J. G. Snyder, of the Richardson Grain Company, Chicago, is on a three months' business trip abroad.

Julius H. Barnes, of Duluth, is at home again after visiting the principal points of interest in Europe.

John Port succeeds Wm. Thies, resigned, as manager of the Des Moines Elevator Co.'s interest at Avoca, Iowa.

S. W. Yantis is now chairman of the Buffalo freight bureau, vice Charles Kennedy, who is on a trip to Europe.

M. S. Jamar Jr. has been appointed by Minnesota State Grain Inspector Reishus as chief clerk to succeed William J. Sullivan.

Fred H. King, a grain and commission merchant of Portland, Me., has been appointed assistant postmaster of the Portland postoffice.

J. A. Walker, who has been manager of the Temple Grain Company at Temple, Texas, is now occupying a similar position at Brownwood, Texas.

D. R. Ellwood, wholesale grain commission merchant of Pittsburg, Pa., left that city January 29, for a cruise through the Mediterranean Sea. He will make a general tour of Europe, Northern

Africa and the Holy Land, and will visit the Paris Exposition before returning. Mrs. Ellwood accompanies him.

C. C. Melsness, a grain buyer at Nielsville, Minn., was recently elected secretary and treasurer of the Nielsville Farmers' Elevator Association.

Leslie Harper, for some years a grain buyer at Sioux City, Iowa, has been appointed station agent at Brunswick, on the Sioux City & Western.

John Zeller of Omaha, Neb., has been appointed by Governor Poynter to be state inspector of grain for Nebraska, to succeed James Jones, resigned.

N. J. Barnes, agent for the Peavey Elevator Company at Scott, Minn., has succeeded H. J. Schrapps as manager of the Farmers' Elevator at Morris, Minn.

James H. Donovan, who failed at Detroit, Mich., in the grain and commission business, has settled with his creditors by paying about 45 cents on the dollar.

Frank H. Winans has been appointed chairman of the arbitration committee on grass and field seeds of the Chicago Board of Trade, in place of A. Eddy, resigned.

T. K. Webster, president of the Webster Mfg. Co., Chicago, was in Detroit the first part of February, attending the convention of the National Founders' Association.

H. R. Whiteside, H. T. Gubbins, R. P. Kettles and J. A. Costello have been reappointed grain inspectors on the Chicago Board of Trade, and David Walsh, hay inspector.

W. H. Axtater, who was recently appointed representative of Daniel P. Byrne & Co. at Lincoln, Neb., has been called away unexpectedly to California and will be absent indefinitely.

E. E. Spencer of Lincoln, Neb., will be associated with J. Buck in the management of the grain business at Crete, Neb., formerly conducted by Mayor W. R. Buck, recently deceased.

Archibald Maynard, of the firm of Maynard & Sons, grain dealers, of Nashua, N. H., slipped and fell while carrying a bag of grain, and the heavy weight falling on him dislocated his shoulder.

Walter M. Clark, a member of the Horace Clark & Sons Co. at Peoria, Ill., is making a trip to Mexico and later will visit Alaska, where he is interested in the development of some gold mining properties.

Charles E. Baker, who was a grain dealer at Evansville, Ind., in 1879, received his discharge in bankruptcy from the United States District Court in Chicago, January 15. His debts aggregated \$287,207, with no assets.

Joseph Thompson of Devil's Lake, N. D., was recently appointed second assistant chief deputy of the Minnesota grain inspection department at Duluth and the appointment was confirmed by the railroad commission of that state January 24.

F. W. Rands has been made manager of the Wellington Farmers' Elevator Co. at Wellington, Ill., to succeed Mr. Dillworth. Mr. Rands was manager of the Goodwine Grain Co. at Goodwine, Ill., for two years and on leaving was succeeded by J. Judy.

E. T. Heffelfinger, son-in-law of F. H. Peavey, of F. H. Peavey & Co., the Minneapolis elevator owners, will visit Siberia for the purpose of investigating the possibilities of the grain trade in that remote country. If his report is favorable the firm may enter the Siberian grain trade.

J. Kremer, a grain dealer of Arcola, Ill., has retired from business after twenty-one years of active work in that town. Mr. Kremer at one time bought and shipped large quantities of hay, but of late years the hay business in that part of the state has declined, owing to the fact that more profitable crops are now raised.

Milton Rathbun, a well-known grain dealer, in business at 453 Fourth Avenue, New York, began fasting on January 21 and says he will continue to fast until March 1. Mr. Rathbun says that his object is to reduce his weight, which at the time of beginning his fast was 207 pounds. He says that a year ago he fasted 28 days and got rid of 42 pounds of flesh, and that in the first twelve days of his fast this year he has reduced his weight 24 pounds. Doctors who have examined him have found him in good physical condition.

W. J. Connors, head of the Montreal elevator syndicate, was born forty-two years ago in Toronto. His father, P. Connors, was educated at St. Michael's College, Toronto, in the early 40's and was afterward a mail agent on a line of steamers running between Toronto and Montreal. W. J. Connors sailed on the lakes in early life and later was employed on the docks in Buffalo. He became a stevedore and then a contractor and shipowner. He now operates during the navigation season at Buffalo, Chicago, Milwaukee and Gladstone, Mich., and employs about 6,000 men. He owns two newspapers at Buffalo, the Courier and the Enquirer.

BARLEY AND MALT

The Manitowoc Malting Co. has been incorporated at Manitowoc, Wis., with a capital stock of \$100,000.

Exports of barley from Portland, Ore., for the past year aggregate 652,814 bushels, worth \$311,020. Of these, 78,814 bushels went to San Francisco and 574,000 bushels to foreign ports.

Fritz E. R. Okrassa, of Antigua, Guatemala, has secured a United States patent on a malt drier, consisting of a rotary drum provided with means for the admission and egress of the drying agent and S-shaped stirrers rotating with the drum.

The Wisconsin Malt and Grain Company of Appleton, Wis., have closed a contract for the building of a half-million bushel addition to their present malting plant, on the Saladin system. This will give the company a capacity of an even million bushels.

The newly completed malting plant of the Anheuser-Busch Brewing Association, at St. Louis, Mo., is said to be one of the finest in the world. The buildings have a frontage of 400 by 200 feet, and are fireproof. The Galland-Henning Pneumatic system is used.

A barley export movement of noticeable magnitude has sprung up in the South, and about a carload a day is being shipped from New Orleans to European markets. Most of the grain reaches New Orleans via the Southern Pacific railroad and comes from California and the far West. The export movement is expected to increase and be permanent.

The latest obtainable figures showing the exports of malt from Hamburg, Germany, are those of 1898, 26,598 tons, a decrease from the figures of 1897, which were 29,536 tons. The falling off was chiefly in exports to Brazil, which has been and is Hamburg's heaviest purchaser of malt. Exports to Japan have increased, and great quantities are exported to Cape Colony, Venezuela, the Philippines, Cuba and other countries.

The London Miller is authority for the statement that the 57,500,000 bushels of malt brewed in that country last year were supplemented by the enormous quantity of over 13,000,000 bushels of substitutes in the shape of sugar, rice, maize and raw grain. The proportions used by distillers were even worse, for only 12,000,000 bushels of malt were distilled, against over 15,000,000 bushels of substitutes. The growth in the production of spirits is much greater than the increase of beer brewed.

About forty Wisconsin maltsters and grain shippers, headed by Andrew Pick, secretary of the Wisconsin Brewers' Association, have been holding meetings recently at Sheboygan and discussing ways and means of equalizing grain rates. Noah Seaman of Adell is quoted as saying: "The Interstate Commerce law is supposed to remedy any inequalities of this kind, but it don't do so. There is a discrimination in favor of Chicago and Milwaukee." Constitution and by-laws have been drawn up and an organization will be completed.

A mechanical mixer or stirrer, for use in either malting or kiln drying grain, has been patented by B. Fischer, of Mannheim, Germany. It consists of a pair of spiral tubes, placed alongside one another in the bottom of a long trough, in which the grain undergoing treatment lies surrounding them. They are set in bearings or stuffing boxes at each end, and geared so as to be slowly revolved in opposite directions, the effect being to impart a gentle undulatory motion to the grain, which is gradually pushed alternately to the right and left by their rotation. The worms may be perforated so as to emit moist air to effect germination, or heated by steam for the purpose of drying the malt. The trough containing them is also furnished with heating appliances.

POINTS OF GOOD MALT.

The physical characteristics of good malt are uniform brilliant color and size, absence of dark-tipped, crushed, broken and moldy corns. The grain, if shriveled, shows that the malting process has not been properly carried out to suit the barley purchased. Every corn should show the aperture from which the rootlets have grown. The acrospire in foreign grain should be grown right up, while in English either one-half or three-fourths up to suit the beer to be produced from it. The whole bulk of a steep must be grown alike; a variation in growth points to careless malting. Good malt must be friable and crisp, and when bitten should be quite floury; if partially or quite hard the germination or kiln process has not been carried out correctly. Malt must also not be scorched or give a burnt flavor. Overgrown or overcured malts yield unsatisfactory fermentations, undergrown or undercured malts produce unstable beers. The reader

should endeavor never to purchase or use steely, flinty malt unless he has a mashing process suited for such material, otherwise a serious loss of extract will occur. Some use inferior malts made from low types of barley; such material will either yield an unsatisfactory extract or an early deteriorating beer.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

| BARLEY. | | | |
|--------------------------------|------------|-----------|--|
| Imports— | Bushels. | Value. | |
| December, 1898 | 25,951 | \$12,981 | |
| December, 1899 | 25,541 | 12,781 | |
| Twelve mos. ending Dec., 1898. | 105,289 | 49,342 | |
| Twelve mos. ending Dec., 1899. | 192,650 | 91,795 | |
| Exports— | | | |
| December, 1898 | 328,686 | 210,095 | |
| December, 1899 | 2,437,752 | 1,155,705 | |
| Twelve mos. ending Dec., 1898. | 4,540,955 | 2,318,929 | |
| Twelve mos. ending Dec., 1899. | 16,941,846 | 8,225,601 | |

| BARLEY MALT. | | | |
|--------------------------------|---------|---------|--|
| Imports— | | | |
| December, 1898 | 400 | 325 | |
| December, 1899 | 515 | 591 | |
| Twelve mos. ending Dec., 1898. | 4,663 | 4,250 | |
| Twelve mos. ending Dec., 1899. | 4,036 | 3,538 | |
| Exports— | | | |
| December, 1898 | 22,081 | 16,706 | |
| December, 1899 | 18,479 | 13,342 | |
| Twelve mos. ending Dec., 1898. | 451,687 | 329,148 | |
| Twelve mos. ending Dec., 1899. | 386,227 | 275,132 | |

CROP REPORTS

The establishment of two flour mills in Newberry County, S. C., has stimulated the interest in wheat culture and a much larger acreage is reported in that territory.

A general agent of the Deering Company of Chicago says that never before has Texas had such a large grain acreage and such a flattering outlook as at present.

Prospects are said to be very favorable for a full crop of winter wheat in Western New York. Cold weather and bare ground prevailed early, but there is now a fair covering of snow.

The condition of the wheat crop in Southern Kansas is said to be almost perfect for this season of the year. The oat acreage will be unusually large. Plowing for oats commenced about January 20 and many now have their sowing all done. This is also the case in Texas.

The January bulletin issued by the weather bureau at Columbus, Ohio, says that, generally speaking, the outlook for even a fair yield is reported as very discouraging. The very cold weather at the beginning and end of the month with growing weather during the interval proved very disastrous on account of a lack of snow protection.

Charles D. Snow & Co., Chicago, in their special customers' letter of February 10, say: "The trade journals do not seem to discover any winter crop damage yet. Neither did they last year at this time, but the harvest showed that 4,000,000 acres were totally destroyed and the remainder of the area considerably reduced in yield after this date."

The Agricultural Department's final figures on the 1899 cereal crops are as follows: Wheat, 547,303,846 bushels; corn, 2,078,143,933; oats, 796,177,713. The wheat acreage was considerably in excess of any previous year, but the production and value have frequently been surpassed. The corn production has been exceeded only twice, in 1895 and 1896.

Early this month State Grain Inspector Wright made a trip through the wheat belts of Eastern Washington. The prospects for this year's crop are excellent. The Big Bend district has had three inches of snow, but at Walla Walla there has been none. Nevertheless, the country was well wet through last fall, giving the wheat the best start Mr. Wright has ever seen. It is said that an unusual amount of spring wheat will be sown in the Big Bend district.

The Michigan Crop Report, dated February 9, says: "In reply to the question, 'Has wheat during January suffered injury from any cause?' 270 correspondents in the southern counties answer 'yes' and 95 'no.' In the central counties 116 correspondents answer 'yes' and 36 'no.' and in the northern counties 35 answer 'yes' and 30 'no.' The prevailing opinion is that wheat has suffered some injury. Conditions have been unfavorable, yet the outcome depends very largely on the weather that follows. The total number of bushels of wheat reported marketed by farmers in January at the flouring mills is 308,573, and at the elevators 166,963, or a total of 475,536 bushels. Of this whole amount 330,289 bushels were marketed in the southern four tiers of counties, 123,478 bushels in the central counties,

and 21,769 bushels in the northern counties. The total number of bushels of wheat reported marketed in the six months, August-January, is 4,171,026, which is 6,686,984 bushels less than reported marketed in the same months last year. At 64 mills and elevators from which reports have been received, there was no wheat marketed in January.

OFFICIAL ESTIMATES OF WHEAT, CORN AND OATS.

On January 20 Chief Statistician Hyde of the Agricultural Department published the final figures of the three great cereal crops for the year 1899. The figures by states are as follows:

| | Wheat, Product, bu. | Corn, Product, bu. | Oats, Product, bu. |
|------------------------|------------------------|-----------------------|-----------------------|
| Maine | 43,942 | 427,428 | 4,953,665 |
| New Hampshire | 8,789 | 975,516 | 1,047,445 |
| Vermont | 78,320 | 1,710,936 | 3,959,333 |
| Massachusetts ..... | ..... | 1,449,504 | 489,027 |
| Rhode Island ..... | ..... | 251,596 | 95,338 |
| Connecticut | 5,490 | 1,799,811 | 525,056 |
| New York | 7,005,765 | 15,605,059 | 45,401,608 |
| New Jersey | 1,788,865 | 9,937,824 | 2,284,632 |
| Pennsylvania | 20,472,932 | 40,255,872 | 39,148,032 |
| Delaware | 932,557 | 4,547,312 | 320,089 |
| Maryland | 10,710,966 | 15,562,432 | 1,675,596 |
| Virginia | 6,330,450 | 34,880,900 | 5,145,518 |
| North Carolina | 3,435,598 | 31,953,168 | 4,787,208 |
| South Carolina | 963,762 | 16,713,189 | 3,022,976 |
| Georgia | 2,021,225 | 32,494,730 | 4,291,857 |
| Florida ..... | ..... | 5,093,370 | 320,451 |
| Alabama | 431,186 | 33,015,120 | 3,012,070 |
| Mississippi | 25,010 | 39,043,712 | 1,363,740 |
| Louisiana ..... | ..... | 25,896,726 | 553,284 |
| Texas | 9,044,635 | 81,151,398 | 17,067,975 |
| Arkansas | 1,953,361 | 18,087,140 | 5,964,442 |
| Tennessee | 8,292,727 | 59,997,760 | 5,326,244 |
| West Virginia | 3,880,751 | 18,043,584 | 3,158,452 |
| Kentucky | 8,201,575 | 55,392,687 | 8,194,895 |
| Ohio | 39,998,006 | 99,048,816 | 32,945,976 |
| Michigan | 13,335,193 | 26,476,550 | 30,599,048 |
| Indiana | 25,361,175 | 141,852,594 | 31,301,248 |
| Illinois | 12,663,410 | 247,150,332 | 127,758,948 |
| Wisconsin | 11,773,382 | 41,686,335 | 67,687,380 |
| Minnesota | 68,223,581 | 31,171,272 | 52,688,416 |
| Iowa | 18,195,489 | 242,249,841 | 126,585,749 |
| Missouri | 11,398,792 | 162,915,064 | 20,299,350 |
| Kansas | 20,791,776 | 237,621,222 | 39,129,410 |
| Nebraska | 37,728,239 | 224,373,268 | 51,474,120 |
| South Dakota | 51,758,630 | 30,017,416 | 15,332,278 |
| North Dakota | 1,792,935 | 553,495 | 17,987,670 |
| Montana | 395,345 | 36,335 | 2,317,468 |
| Wyoming | 7,337,781 | 53,944 | 442,299 |
| Colorado | 2,579,855 | 2,991,488 | 2,448,846 |
| New Mexico | 342,139 | 480,300 | 178,032 |
| Arizona | 3,736,454 | ..... | ..... |
| Utah | 687,006 | 162,630 | 872,236 |
| Nevada | 3,440,103 | ..... | 1,049,968 |
| Idaho | 21,710,394 | 128,478 | 9,031,945 |
| Washington | 21,949,536 | 297,418 | 5,113,660 |
| Oregon | 33,743,909 | 1,536,975 | 1,813,787 |
| California | 16,202,765 | 10,133,365 | ..... |
| Oklahoma ..... | ..... | ..... | ..... |
| Indian Territory ..... | ..... | ..... | ..... |
| Total | 547,303,846 | 2,078,143,933 | 796,177,713 |

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. E. Richards, Watseka, Ill.
J. B. Miller, Richwood, Ohio.
Thos. E. Wykes, Grand Rapids, Mich.
C. Prinz, representing the Prinz & Rau Mfg. Co., Milwaukee, Wis.
L. I. Ziegler, representing Nordyke & Marmion Co., Indianapolis, Ind.
F. M. Smith, representing Huntley Mfg. Co., Silver Creek, N. Y.
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.
E. C. Ordway, Kansas City, Mo., representing In-vincible Grain Cleaner Co., Silver Creek, N. Y.

OH, THE DUST.

It shouldn't be so; but it is so, that an elevator shelling, cleaning, loading or turning grain is one of the dustiest places in Christendom—beats even Chicago on a hot, windy day. The dust gets into the nose, the throat and lungs. Like the snow in a Dakota blizzard, it goes wherever smoke can penetrate.

Years ago the elevator worker who had any respect for his lungs protected himself by wearing a wet sponge over his nose and mouth. But this defense, after using for a day or so, became quite as objectionable hygienically as the dust itself. Now, however, the substitutes for the sponge are cheap and hygienically unobjectionable, as well as comfortable to wear.

Sanitarians have come to recognize the fact nowadays that dust kills more people than bad water; the victims coming most largely from those occupations in which dust is an inevitable condition of the occupation, such as the grain elevators, many mills and clay works, and other establishments where raw materials are ground in the dry state, or where the manufacturing processes generate dust. When relief may be so easily obtained as it may now, however, no one can have a rational excuse for endangering his health by neglect.

A bushel of Kaffir corn, fairly well cleaned, weighs 56 pounds, and this is the legal weight in Kansas.

TRANSPORTATION

The Buffalo Merchants' Exchange will send a committee to Albany to urge enlargement of the Erie Canal.

Ocean bottoms continue scarce, with advancing rates. Agents at New York on February 2 were asking 3d (6 cents) per bushel on grain to Liverpool.

The grain shoveling contract nuisance is again in evidence at Buffalo, no contractor having been accepted, while the men want to control the contract themselves.

The extension of the Chicago & Eastern Illinois from Marion to the Mississippi River at Thebes, where connection on the opposite side is made with the St. Louis Southwestern, has been completed.

The opening of the Chicago Drainage Canal having materially lowered Chicago River, the Drainage Commission has undertaken to dredge the river to restore the former depth of water at the elevator slips.

On February 11 the rail rate was again "restored" to 20 cents per 100 pounds on grain from Chicago to New York, and 23 cents from the Mississippi River. This is an advance of 8 cents on corn and 6 cents on oats, on the latest cut.

The farmers and grain shippers on the line of the Northern Pacific road asked for a 20 per cent reduction of rates on wheat. The application was refused, the road announcing that the business of the road needed no "artificial stimulus" at this time.

Since the close of navigation the only inquiry at Duluth for tonnage has come from the Midland shippers. This was of an unimportant character, and 3¼ cents was offered on wheat and 3 cents on corn. There was no demand for Buffalo tonnage at February 1.

On February 3 the Nebraska State Board of Transportation ordered the different railroad lines to make a reduction of 30 per cent in corn-carrying rates. The order holds good only for Nebraska alone, and will not, it is asserted, be antagonized by the railroads.

The G., C. & S. F., M. K. & T., S., S. & S. and F. W. & R. G. railroads of Texas have been ordered by the Texas Railroad Commission to reduce their "unwarranted advance in the rates on oats" to 8 cents, taking effect January 20. Some of the roads ignore the order.

The question of southwestern grain rates by Minnesota roads will be made the subject of a special investigation by the Railroad Commission of that state. The hearings will be held at the Endicott Building, St. Paul, beginning at 2 o'clock p. m., on Wednesday, February 21.

In the mandamus against the M. & St. L. R. R. Co. and St. P. & D. R. R. Co., the Supreme Court of Minnesota has decided that the state railroad and warehouse commission has the right to fix joint rates for connecting carriers, and in case the carriers cannot agree on a division of the rate the commission has the right to make that division.

Last year 221,972,133 bushels of grain were shipped from Chicago eastward, most of it being for export. Of this total the Canadian lake ports took 19,140,246 bushels. The shipments of corn through Canadian territory last year are noteworthy, not less than 12,740,724 bushels passing through. Depot Harbor, the western terminus of the Canada Atlantic, took 8,421,099 bushels.

There is said to be less grain tonnage at Chicago this year than at Milwaukee. The Chicago fleet has a capacity, it is estimated, of about five million bushels. Vesselmen say there is fully as much in the Milwaukee harbor. About one-fifth of the Chicago room, one million bushels, has been taken, and the vesselmen have gotten 3¼ cents to load and hold corn, compared with 2¼ cents at this time last year.

The Great Northern Railway of Canada and its connections will be completed from Parry Sound to Quebec next June, a new lake fleet between Duluth and Parry Sound will be ready for business at the opening of the coming season, and six vessels, with a combined capacity of 1,000,000 bushels, have been secured to carry grain to Depot Harbor. The Great Northern Railway and its lake and Atlantic steamship connections will shorten the grain route from Duluth to Liverpool by 800 miles, as compared with that by Buffalo, New York or Boston.

The case of the C., M. & St. P. Ry. Co. against the state of South Dakota, involving the validity of the state law providing a maximum freight rate, has been decided by the Supreme Court of the United States in favor of the state. The United States District Court had dismissed the action, but the Supreme Court reverses the decision and has remanded the case, with instructions to the lower

court to investigate the earnings of the road in the state, so as to arrive at the equities of the case. The court referred to the perplexity of cases involving an inquiry into the reasonableness of railroad rates; but it adds: "We are also of opinion that it is obvious that the amount of gross receipts for any business does not of itself determine whether such business is profitable or not. The gross receipts may be large, but if the expenses are larger surely the business is not profitable." The case is to be referred to a master for an investigation that shall be fair to both sides.

Items from Abroad

Argentine exports for the eleven months ended November 30, 1899, included 60,407,747 bushels of wheat, 37,232,656 bushels of corn, 211,829 tons of linseed, and 600,838 tons of hay.

The extreme estimate of damage to the growing French wheat crop is 20 per cent, or about 60,000,000 bushels. It is estimated that the surplus from the last crop is 50,000,000 bushels.

For the eleven months ended November 30, New South Wales imported 220,521 bags of wheat and 315,160 sacks of flour. Over one-third of the flour was American made. The wheat was supplied by the neighboring colonies.

London's imports of corn and oats in 1899 were the largest on record, although of corn the increase over 1898 was only 62,255 quarters, or 658,040 bushels. The total of oats imports were 31,454,644 bushels, and of corn 16,791,784 bushels.

Even the Scotch railway manager has his ideas of equitable rates. For instance, he makes a rate of 8s 4d (\$2) a ton to carry grain from Glasgow to Aberdeen, but he makes another of 10s (\$2.40) per ton to carry it from Aberdeen to Glasgow.

As the trade regulations of the Nickolawski Bourse do not seem sufficient to stop the exportation of dirt as good grain, the Bourse committee has petitioned the Russian Department of Commerce to be given temporary powers in the matter of fraudulency.

The Hungarian government has condemned as usury, a penal offense, the practice of purchasing wheat in the blade. When the crop has failed the buyer has been in the habit of reconping himself from the following year's crop, with heavy interest charges added, of course.

A free-port territory may be established in the suburbs of Rotterdam. It will have deep water, be near the railway, and generally be in a more favorable position even than the free harbors of Bremen and Hamburg, on account of the geographical position and the lower wages it would be necessary to pay.

The German Diet on January 24 and 25 discussed the agricultural budget, which has given the agrarians a chance to open the political campaign for the reichstag elections by placing themselves on record in favor of an increase in the duties on grain and the restriction of the importation of foreign meats.

New Argentine wheat received at London is said to be of better quality than ever before known. Some type samples in Mark Lane have weighed over 63 pounds. Nevertheless the Miller's Gazette says, "Much of the new crop is likely to be sold on a guaranteed minimum weight," f. a. q. sales suffering in consequence.

After an experience of three years, the prohibition of "future" trading by Germany has been removed. When the Bourse law was made the merchants left the Bourse and traded as best they could outside, and the experience has been satisfactory to none except the extremists. Berlin is now expected to soon resume her former position in international trading in grain.

A firm of Liverpool millers were summoned recently, at the instance of the Weights and Measures Department, charged with having in their possession three unjust scales which were used for trade purposes. The first scale was 12 ounces off loose balance, consisting of scrap iron; the second was 8 ounces, and the third 6 ounces out of balance. The defendants, having been previously cautioned, were fined 20s. and costs, about \$8.

"There appears to be some doubt in the minds of the wheat buyers as to whether or not the grain discharged by the American steamship companies is held insured by them, as was the case when the dock company was doing the work, and was included in the discharging rate," says The Miller, London. "Some merchants would like to have the matter cleared up, as the marine policy doubtless lapses when the grain is landed on the quay; it would appear evident that the steamship company are liable for the insurance if the grain is put into silos for their own particular con-

venience, and not on account of the actual receiver."

The Argentine wheat yield of a year ago was a very large one, and exports have overtopped the highest previous record, that of 1894, while there is still a fair quantity of the old crop undisposed of. It seems, on the whole, probable that the yield of the present season will be equal in quantity to last year's, and that the quality will be considerably better. From almost every district we learn the same story. Wheat is superior in grain, in color, in all that goes to make up quality. It is of course true that only thrashing out will prove definitely whether the opinion is mistaken or not, and we give it with this reserve.—Review of River Plate, December 30, 1899.

OBITUARY

W. R. Buck, a grain dealer at Crete, Neb., and mayor of the town, died there January 20, of appendicitis, aged 38 years.

Win. Christie Jr., son of William Christie, grain dealer, of Toronto, Ont., died suddenly in New York City, January 9, aged 23 years.

Otto Kozlowski, manager and president of the Farmers' Seed Company of Faribault, Minn., died suddenly on February 6 of pneumonia.

Gill W. Peaslee, an old-time member of the Chicago Board of Trade, died recently at Windsor, Mo., where he had lived of late years.

Christopher Weldon, aged 72, an old grain dealer well known throughout Central Ohio, died suddenly at his residence in Circleville January 5. He had been in business in that city for 50 years.

Thomas H. Sample died of typhoid fever at his residence in Allegheny, Pa., January 10. Mr. Sample was 43 years of age, a grain broker, and unmarried. He had been in business in Pittsburg for a number of years.

F. S. Horneman died at his home in Minook, Ill., January 7, aged 64 years. He had been in failing health for a year. Mr. Horneman was a prominent grain merchant in Minook for many years. He leaves a wife and six children, all grown.

Nathan O. Clark, who for many years was a Wisconsin grain buyer, died at his home in Janesville, Wis., January 30, aged 65 years. He had lived in Janesville for 42 years. He leaves a wife, one son, N. C. Clark of Duluth, and a daughter.

George W. Weltmer, a member of the firm of A. M. Weltmer's Sons, wholesale grain dealers of Lebanon, Pa., died January 28 of cancer, aged 38 years. Mr. Weltmer was a single man, well known and highly esteemed in the community in which he lived.

L. B. Young died February 5 at his residence, 1035 Jackson Boulevard, Chicago, in his seventieth year. Mr. Young came to Chicago in 1843 and at the time of the great fire he was established in the grain commission business at 251 Lake Street.

Judge Edmund J. Senkler of St. Catharines, Ont., judge of the county court of Lincoln County and chairman of the Royal Commission to inquire into the grain trade and elevator system of the Province of Manitoba and the Territories, died February 2 at Winnipeg of acute bronchitis. Judge Senkler was born in England in 1835.

Marcel Leroy, who was a prominent grain and hay dealer in Hamilton, Ia., died at his home in that city February 1, aged 60 years. He was born in France and came to America in 1856 and joined the Icarian community at Nauvoo, Ill., becoming secretary to M. Cabet, the head of the society. Later he moved to Hamilton and engaged in the grain and hay business. In early days he hauled the product of Hancock County farms to Keokuk and Warsaw and shipped them down the river, and it was a common sight to see his line of teams extending the entire length of the Mississippi River bridge at Keokuk.

Henry J. Hayes, familiarly known as Deacon Hayes by his associates on the Toledo Produce Exchange, died February 4 at his home in Toledo, O., in his eighty-second year. Mr. Hayes was born in Remsen, N. Y., in 1818, and had been a resident of Toledo for over 40 years. He was formerly a member of the firm of Church, Hayes & Co., and of late years was identified with the firm of J. J. Coon & Co., grain merchants. He had been a member of the Toledo Produce Exchange since its organization, and had attended to business regularly until the beginning of his last illness on January 4. A wife and five daughters survive him. The Toledo Produce Exchange adopted resolutions of respect and condolence and voted to drape their hall for thirty days in deference to Mr. Hayes' memory.

Fires - Casualties

The Kingfisher, Okla., elevator and mill were destroyed by fire February 1; loss, \$10,000.

The Cleveland Grain Company's elevator at Harris, Ill., was slightly damaged by fire January 30.

E. A. Gates' elevator and contents were burned at Welcome, Minn., recently. The loss was \$12,000.

F. W. Shaw's grain elevator at Forest, Ont., was burned January 30. Loss, \$15,000; insurance, \$8,000.

Jenks Bros' elevator at South Solon, O., was entirely consumed by fire January 16. It was insured.

By the collapse of a grain elevator at Hampton, Mo., 20,000 bushels of grain were damaged. The loss is estimated at \$2,500.

Two warehouses at Tyler, Tex., belonging to J. B. Parker, containing feedstuffs, burned January 16. Loss, \$600; fully insured.

The Lehigh Valley Railroad Company's grain elevator at Perth Amboy, N. J., was destroyed by fire January 28. Loss about \$22,000.

Thomas Wade's grain elevator at Lake City, Minn., was slightly damaged by a fire which started in the engine room on the night of February 1.

A flood in the Potlach River at Kendrick, Idaho, carried away half the warehouse of the Kendrick Grain Company, in which 50,000 bushels of wheat were stored.

The warehouse of the Schisler-Cornell Seed Company at St. Louis was damaged by fire recently to the extent of \$15,000. The loss on stock is estimated at \$25,000. Both building and stock were insured.

Simpson & Manning's feed store at Johnson Station, N. Y., was totally destroyed by fire January 11. Feed worth \$5,000 was burned and the net loss on building and contents over and above insurance was \$4,000.

P. Dexheimer's grain elevator and warehouse at Beach Ridge, N. Y., was burned at midnight January 20, with all its contents. The fire was evidently of incendiary origin. The loss was covered by insurance.

Henry Fryburg's one-story frame feed and hay storage house on Island Road, near Philadelphia, was burned January 28. The loss is total and is estimated at \$7,000 on buildings and \$3,000 on contents; insurance partial.

Smith Jenks' and Leon Houston's elevator at Blessing's Station, O., was totally destroyed by fire January 23. The building contained 500 bushels of corn and 200 bushels of wheat, which was a total loss. The loss was \$3,000; insurance, \$2,000.

The fire losses in the United States for the week ending February 1, as reported by the Standard, were \$3,483,350. The losses since January 1 were \$12,274,550, an average of \$383,580 a day. The estimated loss for the year at that ratio would be \$140,006,700.

The grain elevator operated by M. Carmichael at Northfield, Minn., was destroyed by fire January 31. The building was owned by the Stewart estate, and was valued at \$1,500. The grain was the property of M. Carmichael and was worth \$2,500, well insured.

The Mahoney Elevator Company's large grain elevator at Latimer, Ia., collapsed January 23, and was totally wrecked. It was filled with grain and the damage is heavy. The building was erected last year by James Mahoney, formerly traveling freight agent for the Iowa Central Railroad.

The Farmers' Elevator at Benson, Minn., was partially destroyed by fire, which broke out about 2 o'clock in the morning of January 22. The origin of the fire is not known. The building was damaged to the extent of about \$6,000. It contained 15,000 bushels of wheat, which was completely deluged with water.

Roach, Keck & Wold's grain elevator at Lester, Ia., was destroyed by fire about 9:30 p. m. on January 13. About 3,000 bushels of grain were burned, and a part of 8,000 bushels of corn in near-by cribs was destroyed. The loss on elevator was \$20,000, partially insured; loss on grain, \$1,500; fully insured.

Fire broke out in the state grain shed at the extreme end of the seawall at San Francisco, Cal., at an early hour in the morning of January 14, and destroyed 400 feet of the structure. The remaining 2,000 feet of the shed were saved. The loss on the sheds was about \$1,000, which falls on the state. Over 1,000 sacks of grain and feed-

stuffs belonging to G. W. McNear, P. Hogan and C. R. Splivalo, and valued at \$3,000, were a total loss, covered by insurance.

S. D. Chamberlin & Son's seed store at Hartford, Conn., was burned out January 25, and \$10,000 worth of clover, timothy and other seeds were destroyed. The fire originated in an adjoining building. The loss is covered by insurance.

The main driving shaft of the Fitchburg Railroad Elevator at Boston, Mass., broke suddenly February 2, causing an entire cessation of operations. Two ocean steamers which were loading at the time were held in port to await the repairs. It is supposed that extreme cold weather was responsible for the accident.

The elevator of the Prairie Mills at River Falls, Wis., was entirely consumed by fire January 24. The blaze was discovered in the office at 6:45 o'clock. The building contained about 10,000 bushels of grain and valuable machinery, all of which was lost. The loss on building and contents was \$15,000, partially insured.

The grain elevator of Rankin, Travis & Co. at Tarkio, Mo., was destroyed by fire at an early hour in the morning of January 28. The origin of the fire is unknown. The building was valued at \$6,000, and the contents, consisting of 4,000 bushels of grain and cottonseed, at \$2,000. There was no insurance on either. The elevator will be rebuilt.

The one-story warehouse of the St. Louis Packet Company at Pittsburg, Pa., occupied by Tierney Bros. & Schaefer, was badly damaged by fire January 29. The loss on building was \$2,000, and on contents, consisting of feed, hay and grain, was \$4,000, partially insured. The fire is supposed to have originated from a spark from a passing locomotive.

W. H. Stokes' elevator, flour house and coal sheds at Castlewood, S. D., were burned to the ground January 18. The origin of the fire is a mystery. The loss on buildings was \$6,000; insurance, \$3,000. Loss on stock, \$4,000, covered by a blanket policy of \$20,000. A temporary warehouse will be erected at once and business will be continued.

Fire destroyed the elevator of W. R. Perkins & Co. at Newburgh, N. Y., in the afternoon of January 10. Building and contents were both a total loss. In the building were 100 tons of hay and 150 tons of feed. The building was owned by W. R. Perkins and was valued at \$9,000. The stock belonged to W. R. Perkins & Co. and was worth about \$2,500. There was a small insurance on building and stock.

Taylor & Angel's feed and grain warehouse at Evansville, Ind., was gutted by fire on the evening of January 11. Flames were discovered in the second story of the building, which was filled with bay, and they soon spread to an adjoining building occupied by the John Hubbard Seed Company. Taylor & Angel's loss is estimated at \$8,000, with \$5,000 insurance. The John Hubbard Company's loss was \$1,500, covered by insurance.

Joseph L. Manseau & Son, occupying the Wheeler warehouse in Manistee, Mich., were burned out shortly after midnight January 26. The contents of the building, consisting of 100 barrels of flour, 40 tons of hay, 1,000 bushels of oats and a large quantity of other grain, was entirely destroyed. Their loss is \$1,850, with insurance of \$1,000. The building was owned by A. O. Wheeler and was valued at \$500, fully insured.

George Coleman was smothered in Simpson & Consin's grain elevator at Alden, Ia., January 23. His body was found wedged into one of the chutes feet foremost, while workmen were loading grain from the bins into cars. It is supposed that Coleman went into one of the bins for some purpose while the loading machinery was in operation and was caught and smothered. He was about 38 years of age and leaves a wife and a little boy.

Harry Root, aged 21, a son of George A. Root, grain dealer of Cincinnati, O., was struck by a fast train on the P., C. & St. L. Railroad January 28 and was hurled 40 feet, sustaining probably fatal injuries. The young man was looking after some cars of wheat on a siding. He started to cross the main track and stepped immediately in front of the approaching train. He was well known on the Cincinnati Exchange, being a regular daily attendant.

Emery Thierwechter & Co.'s grain elevator at Oak Harbor, O., was burned to the ground about 9:30 a. m. January 26. Fire caught under the floor near the engine room and was soon beyond control. Ten days previous the elevator caught fire in the cupola and the blaze was extinguished with great difficulty; water damaged the 12,000 bushels of wheat in the bins at that time and this was removed before the second fire occurred, but 2,000 bushels of corn was left in the elevator and was destroyed. The loss on building was about \$20,-

000, covered by insurance. The elevator will be rebuilt.

The Farmers' Cooperative Elevator Co.'s elevator at Faribault, Minn., was entirely destroyed by fire about 2 o'clock a. m. February 7. The building was erected two years ago at a cost of \$7,000. It contained about 17,000 bushels of grain, mostly wheat. The building was insured for \$4,000, and the grain for \$7,000. The elevator will be rebuilt at once.

COMMISSION

The McNeil Grain Co. has opened an office in Sheldon, Ia.

Sam L. Russell is representing Daniel P. Byrne & Co. of St. Louis in Nebraska, with headquarters at Lincoln.

F. J. Taylor Jr. will represent Daniel P. Byrne & Co. of St. Louis in Southwest Iowa, with headquarters at Creston, Ia.

L. W. Bodman, of Milmine, Bodman & Co., says that there is no truth in the rumor that his firm is going out of the cash business.

The Quincy Feed and Commission Company has opened a general feed and commission business at Quincy, Ill. Ray B. Jones has charge of the business.

A special committee of directors of the Chicago Board of Trade has been appointed to investigate the books of W. G. Press & Co., a corporation with capital stock of \$100,000.

The Chicago Grain and Provision Association has been incorporated under the laws of Illinois with a capital stock of \$5,000, by Frank F. Arnold, Theodore C. Kidder and Henry Winn.

C. F. Sesinger has opened an office at 117 South Fifth Street, Philadelphia, in the grain and stock commission business. He will operate in the Philadelphia, New York and Chicago markets.

J. E. Teasdale, who has been identified with the St. Louis grain trade for about twenty years, has gone into business for himself in that city. He will handle grain, hay, mill feeds and seeds.

The Barrett Grain & Commission Company have closed their office at Waterloo, Ia., alleging lack of interest in speculation. For a like cause the A. J. Cummings grain commission and stock brokerage office at Chippewa Falls, Wis., has been closed.

The Nye & Jenks Grain Company of Chicago has increased its capital stock from \$100,000 to \$150,000. This is a receiving grain commission house operating a line of elevators in Nebraska and Wisconsin and shipping largely through Milwaukee.

R. W. McKinnon of Green Bay, Wis., has opened an office at Wausau, Wis., for the purpose of dealing in grain, stocks and bonds. He is said to be connected with F. G. Logan of Chicago and Paine, Weber & Co. of Boston, and has commission houses established at Ashland, Merrill and Green Bay, Wis.

W. H. Bacheller & Co., Limited, a grain and cotton commission house of New Orleans, went into the hands of a receiver February 1. This firm was one of the largest dealers in cotton and grain in New Orleans, and has lost money steadily on the advance in cotton for some time. Claims of southern creditors will aggregate probably \$300,000.

The Union Grain & Hay Co. of Cincinnati, Ohio, is sending out to its friends a very useful midwinter souvenir in the shape of a handsome envelope and paper knife. As an evidence of reciprocity the company reports that during the last half of January and first part of February an extraordinarily large amount of corn was received from the central states, which went to the starch factories, distilleries and southern trade.

James H. Donovan & Co., grain and commission merchants on the Detroit Board of Trade, closed out their business January 15. The reasons given for this step were the short crop of Michigan wheat for this year, resulting in very small profits for the receiving and shipping departments; the scarcity of cars to move grain; the absence of speculative activity, and recent losses. The liabilities are said to have been \$5,100 and assets \$2,300, and the settlement was made at about 45 cents on the dollar.

The official estimate of the wheat crop of Manitoba, 1899, is 28,802,000 bushels; that of Ontario, 22,158,000 bushels.

Two ships, one British and one Japanese, load wheat this month at San Francisco for Japan. With one exception, we believe, these are the first full cargoes of wheat to go from the Pacific Coast to Japan.

FLAXSEED

S. H. Stevens has been reappointed flaxseed inspector by the directors of the Chicago Board of Trade.

The demand in North Dakota for good flaxseed for seeding purposes is said to be very much in excess of the supply, and prices will not fall below \$2 a bushel for a prime article.

The Kettenbach Grain Company has been organized at Lewiston, Idaho, and will be associated with the Portland, Ore., Linseed Oil Company and the Pacific Lead & Oil Company of San Francisco in contracting for flax in that district.

The Indianapolis Journal recently estimated the 1899 flaxseed crop at 17,222,923 bushels, which is considerably below the estimates of other authorities. The Market Review gives figures to prove that the crop aggregated 21,328,687 bushels, of which 18,528,687 bushels are total terminal receipts to January 1. This coincides more nearly to the estimate of the Daily Commercial Record, which is given elsewhere in this department.

Prominent farmers residing in the Red River Valley have been interviewed by the Grand Forks, N. D., Herald, and are unanimous in their opinion that the acreage of flax to be sown during the coming season will be largely in excess of any year in the history of the valley. Cause for the increase was generally ascribed to the high price that has prevailed for flax during the past year, and the prospect of its bringing a good price for at least another year.

Capt. D. L. Weltman of Frazee, Minn., has invented a new flax harvesting machine, which he says will cut the straw so close to the ground that all the best flax fiber will be saved. His machine uses a series of disc plates, which gather the flax and cut the roots loose. The straw is then deposited on an elevating canvas and elevated to a binding apparatus, or may be scattered along the length of the field in windrows, if desired. It has been proposed to manufacture these machines in Fargo.

The Argentine, which furnished England with 9,208,000 bushels of flaxseed in 1899, is expected to furnish from 14,000,000 to 18,000,000 bushels in 1900, which will be practically 50 per cent of England's requirements. The India crop is estimated at somewhat less than the crops of the past two years. Russia's crop may increase and that of the United States probably will be increased, owing to the high prices prevailing this year, but there is no certainty as to the outlook in either of these countries.

Flax sown in low places on many farms in the northern part of Big Stone County, Minnesota, could not be harvested in September, owing to the heavy rains which flooded the fields. Later, when ice formed, the grain was found to be standing erect and in prime condition for cutting. Reapers were brought out and the crop was harvested on the ice. Instances are reported where the flax saved in this manner thrashed over twenty bushels to the acre and graded No. 1. The flooded acreage was very large.

The Northern Linseed Oil Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$100,000. The officers are: F. W. Forman, president; F. B. Forman, vice-president; Guy W. Brown, secretary, and A. E. Clerihew, treasurer. Alexander Robinson is a director. The new company will equip a linseed oil mill between Minneapolis and St. Paul. They have secured a building formerly belonging to a furniture factory and have put in six presses. The mill will be in operation about March 1.

The American Linseed Company now owns sixty plants, including that of the Wright & Hills Co., Chicago, and the Griswold Linseed Co., Warren, Ohio. For the purchase of the former, containing 30 presses, and the latter, 28 presses, the company has issued \$1,275,000 preferred and a like amount of common stock. This makes the full amount of preferred now \$16,750,000. The company has no indebtedness except \$222,000 outstanding bonds, and its current bills. The working capital is now \$5,690,000, which is \$600,000 in excess of the capital on hand at reorganization in March last year.

Following the movement of the California authorities to introduce the manufacture of flax grain sacks, rope and twine in the San Quentin penitentiary, which was referred to in this department last month, Governor Rogers of Washington has been investigating along the same line. From inquiries made by him in Washington, Idaho and Oregon, it appears that about 40,000 acres were in cultivation in flax in the three states named in 1899, being grown entirely for seed, and that the fibers are wasted. The law of the state of Washington now prohibits the prison manufacture of anything except jute fabrics and brick, but it is proposed to amend the law so as to permit the use of flax. By this

means the \$50,000 now annually expended for jute in Calcutta would be diverted into the pockets of the flax raisers of the Pacific Coast states. The bags made of flax, as proved by recent tests, are far superior to those made of jute and can be sold at a lower price.

It is now generally believed, says the Daily Market Record, that the total production of flaxseed in 1899 did not exceed the production of last year by much more than 2,000,000 bushels. Some of the well-posted dealers, who have thoroughly studied the subject, are of the opinion that the crop excess of 1899 above 1898 is not more than 1,000,000 to 1,500,000 bushels. They further contend, and are not yet disputed, that seed must be imported before the new flax crop of 1900 can be put upon the market. The large demand for oil has encouraged holders of seed to wait for higher prices and they are not pushing their supplies to market.

The Daily Commercial Record, of Duluth, Minn., says that the net primary market receipts of 1899 flaxseed to January 1, 1900, were 15,809,000 bushels; that there were used at interior mills and at Fargo and in store in interior elevators 2,290,000 bushels more, making a total of 18,099,000 bushels marketed, and that farmers still have 665,000 bushels to market, of which a part will be retained for seed. A further amount of 1,500,000 bushels is estimated as being retained in the interior for seed, so that the entire crop is placed at 20,214,000 bushels, of which 18,700,000 bushels are available for marketing. Out of this must come 2,800,000 bushels for export, leaving about 16,000,000 bushels available for crushers. The Record is of the opinion that the crushing demand will be in excess of that figure.

The EXCHANGES

The directors of the St. Louis Merchants' Exchange recently notified members that trading in privileges and also curb trading must be discontinued.

Robert Mackay has been elected president of the Montreal Board of Trade; H. Mills, vice-president; John McFarlane, second vice-president, and Fred W. Evans, treasurer.

The annual sale of sample tables on the Chicago Board of Trade produced considerable less revenue than it did a year ago. The premiums amounted to \$3,466, as against \$5,174 last year.

Sir Thos. J. Lipton, owner of the Shamrock, has become a member of the Chicago Board of Trade, in compliance with the rule that the presidents of all corporations doing business on the board must be members of that body.

The grain receivers of the Chicago Board of Trade have decided that a commission rule with penalties would be impracticable for the cash trade. The revision committee will therefore only make it to apply to business in futures.

The newly elected officers of the Philadelphia Commercial Exchange were installed in their respective offices on January 30. They are as follows: President, Charles Dunwoody; vice-president, P. A. McClain; treasurer, Chas. J. String.

The annual election of the Duluth Board of Trade resulted in the choice of G. G. Barnum for president, John McCarthy, vice-president. F. N. La Salle and A. B. Wolvin were elected directors for three years and John Miller and Geo. Spencer to fill vacancies.

The board of directors of the Chicago Board of Trade has reappointed Henry S. Robbins as attorney for the exchange. The following grain samplers were also reappointed: H. Whiteside, H. T. Gubbins, R. P. Kettles and J. A. Costello. Also David Walsh as hay inspector.

The officers of the Peoria Board of Trade for 1900 are as follows: President, Peter Casey; vice-presidents, W. R. Buckley, R. W. Van Tassel; secretary, R. C. Grier; treasurer, B. F. Blossom. The arbitration committee is composed of the following gentlemen: J. H. Francis, J. H. Baun, D. D. Hall, M. W. Goss, Horace Clark and H. W. Lynch. The inspection committee is made up of Messrs. A. G. Tyng, B. Warren Jr., Frank Hall, T. A. Grier and W. R. Buckley.

The report of the board of directors at the recent annual meeting of the Boston Chamber of Commerce made a showing that was gratifying to the officers and members. The limit of membership, 1,000, has been reached. The gratuity fund has reached the sum of \$177,931.16. Hereafter the accumulations of this fund will be applied to the payments of death benefits, thus reducing the assessments upon members. Wm. H. Lincoln is the newly elected president.

January receipts of grain at the head of the lakes showed a large decline compared with a year ago.

REPORT OF THE MILLERS' NATIONAL INSURANCE COMPANY.

Secretary W. L. Barnum, of the Millers' National Insurance Company, 205 La Salle street, Chicago, under date January 1, 1900, makes his annual report to his members, as follows:

I have the pleasure of herewith submitting my twenty-fourth annual report, which shows the financial standing of your company in a way that requires but little, if any, comment.

The management that has controlled the affairs of your company from the date of its organization until now has pursued the same conservative course that has characterized it heretofore. Continued success and prosperity has been the result.

Several losses occurred so late that it was impracticable to get them adjusted and paid before the close of the year; hence they appear under the head of liabilities, in our statement, though they will, doubtless, be adjusted and paid off before this report reaches our more distant policyholders.

Our assessments for the past year have aggregated only 9 per cent on the face of the deposit notes held, or the equivalent of only 45 per cent of the basis rate on which the insurance has been written.

The average cost in the Millers' National for twenty-four years has been about one-half our basis rate. In no year has it cost more than 70 per cent, and in other years as low as 30 per cent, depending upon the amount of losses sustained, and during that period we have saved our policyholders over \$2,500,000 in the cost of their insurance, directly, and probably double that amount, indirectly, by our competition with the board companies.

We are frequently asked to increase our maximum line to \$20,000, but notwithstanding our net surplus exceeds \$2,000,000 and a loss of \$20,000 at one time would represent less than one per cent of that amount, we deem it better, for the present, at least, to keep our maximum at \$10,000 subject to probable loss by any one fire, rather than tempt fortune and invite disaster by doubling our lines and exposing ourselves to excessive losses.

The successful experience for 10, 15 or 20 years in any kind of business may safely be taken as a precedent. Under like conditions, with the same management, and with ample cash funds, what has been accomplished in the past many reasonably be expected in the future.

Twenty-fourth annual statement of the company is as follows:

| ASSETS. | | Par Value. | Market Value. |
|---|--------------|--------------|----------------|
| United States bonds, D. C. | \$ 50,000.00 | \$ 50,000.00 | \$ 60,500.00 |
| Cook County, Illinois, bonds | 60,000.00 | 60,000.00 | 61,500.00 |
| City of Chicago bonds | 10,000.00 | 10,000.00 | 10,225.00 |
| Chicago Board of Trade bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Chicago City Railway bonds | 25,000.00 | 25,000.00 | 25,375.00 |
| Chicago Passenger Railway bonds | 20,000.00 | 20,000.00 | 20,825.00 |
| North Chicago City Railway bonds | 10,000.00 | 10,000.00 | 10,800.00 |
| St. Louis, Cass Avenue & Fair Grounds R. R. bonds | 25,000.00 | 25,000.00 | 25,500.00 |
| Illinois Central R. R. bonds | 25,000.00 | 25,000.00 | 27,875.00 |
| Chicago, Burlington & Quincy R. R. bonds | 13,000.00 | 13,000.00 | 13,195.00 |
| Chicago, Milwaukee & St. Paul R. R. bonds | 10,000.00 | 10,000.00 | 10,800.00 |
| North Chicago Electric Railway bonds | 10,000.00 | 10,000.00 | 11,000.00 |
| Chicago Electric Transit Company bonds | 20,000.00 | 20,000.00 | 22,200.00 |
| Central Safety Deposit Company bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Bureau and Putnam Co., Ill., Drainage bonds | 14,000.00 | 14,000.00 | 14,140.00 |
| Sanitary District of Chicago bonds | 20,000.00 | 20,000.00 | 21,375.00 |
| Village of Harlem, Ill., bonds | 7,500.00 | 7,500.00 | 7,500.00 |
| Ford County, Illinois, bonds | 3,000.00 | 3,000.00 | 3,000.00 |
| Marseilles, Illinois, bonds | 5,000.00 | 5,000.00 | 5,000.00 |
| Effingham, Illinois, bonds | 3,000.00 | 3,000.00 | 3,000.00 |
| Tracy, Minnesota, bonds | 5,000.00 | 5,000.00 | 5,000.00 |
| Wabash County, Indiana, bonds | 5,500.00 | 5,500.00 | 5,500.00 |
| Osgood, Indiana, bonds | 4,500.00 | 4,500.00 | 4,500.00 |
| Aberdeen, South Dakota, bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Des Plaines, Illinois, bonds | 5,000.00 | 5,000.00 | 5,000.00 |
| Oak Park, Illinois, school bonds | 5,000.00 | 5,000.00 | 5,000.00 |
| Bureau County, Illinois, Drainage bonds | 11,000.00 | 11,000.00 | 11,000.00 |
| Evansville, Illinois, Township bonds | 1,500.00 | 1,500.00 | 1,500.00 |
| Whiteside County, Illinois, Drainage bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Illinois Staats Zeitung Company of Chicago bonds | 4,000.00 | 4,000.00 | 4,000.00 |
| Jasper County, Illinois, bonds | 22,500.00 | 22,500.00 | 22,500.00 |
| Lincoln, Illinois, bonds | 25,000.00 | 25,000.00 | 25,000.00 |
| Bonne Terre, Mo., school bonds | 19,000.00 | 19,000.00 | 19,000.00 |
| Poplar Bluff, Mo., school bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Town of Proviso, Illinois, bonds | 12,000.00 | 12,000.00 | 12,000.00 |
| Windsor, Shelby County, Illinois, bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Mechanicsburg, Illinois, school bonds | 5,000.00 | 5,000.00 | 5,000.00 |
| White County, Indiana, bonds | 10,000.00 | 10,000.00 | 10,000.00 |
| Lawrence County, Illinois, Drainage bonds | 15,000.00 | 15,000.00 | 15,000.00 |
| Chicago National Bank stock | 10,000.00 | 10,000.00 | 10,000.00 |
| South Side Elevated Railway stock | 11,100.00 | 11,100.00 | 11,100.00 |
| Loans on bonds and mortgages (first lien) | \$561,600.00 | \$561,600.00 | \$605,910.00 |
| Interest accrued on bonds and mortgages | | | 53,500.00 |
| Cash on hand and in bank | | | 10,482.64 |
| Premiums in course of collection | | | 39,263.55 |
| | | | 12,770.92 |
| Total cash assets | | | \$721,927.11 |
| LIABILITIES. | | | |
| Losses adjusted and due | None. | | |
| Losses in process of adjustment, including all reported and supposed losses | \$ 22,497.23 | | |
| Re-insurance reserve | 113,297.84 | | |
| Guarantee deposits | 114,514.86 | | |
| All other claims against the company | 2,234.91 | | |
| Total liabilities | | | \$252,544.84 |
| Net cash surplus | | | \$ 469,382.27 |
| Deposit notes subject to assessment (net value) | | | 1,986,656.23 |
| Surplus over all liabilities | | | \$2,456,068.50 |
| Aggregate amount of admitted assets | | | 2,708,613.34 |
| Losses incurred during the year 1899 | | | 235,715.01 |
| Losses paid since organization | | | 2,934,505.72 |

Very truly yours,

W. L. BARNUM, Secretary.

Late Patents

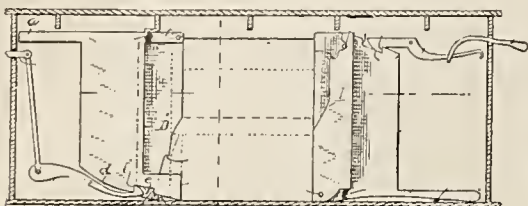
Issued on Jan. 9, 1900.

Air and Gas Engine.—John W. Eisenhuth, New York City, assignor to Mamie G. Read, same place. Filed June 14, 1899. No. 640,890.

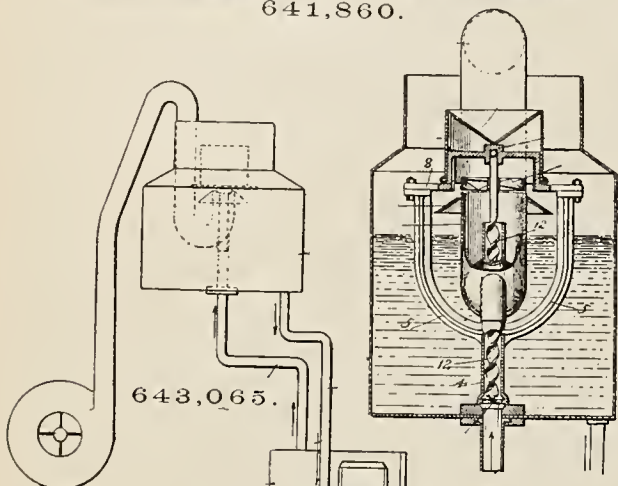
Gas Engines.—Geo. S. Shaw, Springfield, Ohio. Filed June 5, 1899. No. 641,156.

Grain Cleaner.—Geo. L. Beadell, Chicago, Ill. Filed Oct. 21, 1898. No. 640,734. See cut.

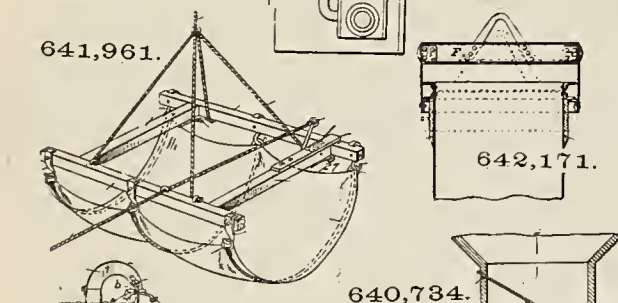
Governor for Explosive Engines.—Alfred C. Stewart, Santa Paula, Cal. Filed March 16, 1898. No. 640,971.



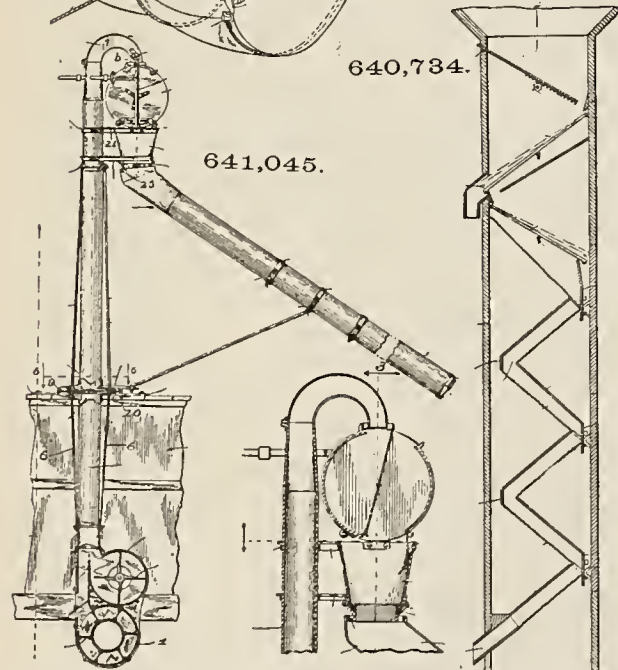
641,860.



643,065.



641,961.



641,045.

Pneumatic Elevator and Weigher.—Jas. B. Schuman, Columbia City, Ind., assignor to the Pneumatic Elevator and Weigher Co., Indianapolis, Ind. Filed Oct. 16, 1899. No. 641,045. See cut.

Issued on Jan. 16, 1900.

Grain Conveyor.—Geo. E. Mahan, Alfred Fitzroy and Robt. Orr, New York, N. Y.; said Fitzroy assignor to said Mahan and Orr. Filed March 11, 1899. No. 641,598. This patent covers a device for handling grain pneumatically.

Explosive Engine.—Gustavus A. Tuerk, Chicago, Ill. Filed March 25, 1899. No. 641,659.

Issued on Jan. 23, 1900.

Grain Car Door.—Geo. P. Hoffman, Durand, Mich. Filed May 1, 1899. No. 641,860. See cut.

Grain Cleaner or Beater.—Chas. W. Klock and Geo. W. Rose, Hennessey, Okla., said Rose assignor to Albert S. Barr, same place. Filed June 15, 1899. No. 641,869.

Gas Engine.—Wm. A. Kope, Kansas City, Kan. Filed Aug. 6, 1897. No. 642,043.

Gasoline Engine.—Peter Robertson and Christ

Matson, Racine, Wis. Filed April 10, 1899. No. 641,727.

Device for Hoisting Grain.—David D. Hill, Logan, Kan. Filed April 5, 1899. No. 641,961. See cut.

Issued on Jan. 30, 1900.

Air and Gas Engine.—John W. Eisenhuth, New York City, assignor to Mamie G. Read, same place. Filed June 15, 1899. No. 642,434.

Elevator Bucket.—M. M. Sappes, Elyria, Ohio. Filed Nov. 7, 1899. No. 642,171. See cut.

Vaporizer for Gas Engines.—Hubert F. Probert, Chicago. Filed March 24, 1897. No. 642,562.

Explosive Engine.—Thos. Malcolmson, Siverly, Pa., assignor of one-fourth to John Geo. Sigmann, Oil City, Pa. Filed Aug. 13, 1898. No. 642,143.

Issued on Feb. 6, 1900.

Apparatus for Cooling Engine Cylinders.—J. W. Lambert, Anderson, Ind., assignor to the Buckeye Mfg. Co., same place. Filed April 20, 1899. No. 643,065.

Gas Engine.—Antonio L. Navone, Calistoga, Cal. Filed July 5, 1898. No. 642,706.

Heavy-Oil Engine.—Anthony G. New, Woking, England. Filed Feb. 12, 1898. No. 642,871.

PRESS COMMENT

A MONUMENT OF THE DARK AGES.

Chicago advices report that grain traffic last week was crippled by bad weather, making roads impassable for farmers' teams. In a country like this, which has made greater strides in the development of its natural resources and method of transportation than has ever been seen in any country, such a showing as this is remarkable and most lamentable.—Syracuse Standard.

NEW SCHEME TO GET BUSINESS.

The newest wrinkle in specialization and professional advertising is found in a Chicago daily newspaper, and reads: "Have you or your relatives lost money by speculating in stocks and grains? Such losses may be recovered without publicity or risk. Communications regarded confidentially. Address _____." It is hard to conceive what any kind of a lawyer wants very much of this kind of business, but there is probably enough of it in the city for those who want it, if they can only inspire sufficient confidence to get it.—Rosenberger's Pocket Law Journal.

"JIM" HILL ON THE SHIP SUBSIDY BILL.

J. J. Hill reiterated his conviction that the Payne-Hanna ship subsidy bill is not what it seems. . . . It in reality would benefit only the owners of the large and speedy American liners on the Atlantic. The bounty is to be given regardless of what they carry or to what ports they sail. They need not carry a pound of American produce in order to come in for a share of the subsidy. Mr. Hill believes that the whole subsidy proposed to be paid should be given to agriculture. It should be expended with a view to enlarging the market for American wheat.—Minneapolis Times.

A WISE GERMAN.

The German agrarians are doing what they can to induce their government to exclude American agricultural products altogether, on the ground of their being unwholesome, or else to levy a duty upon them so heavy as to prevent any importations. One German paper, however, the Deutsche Oekonomist, points out that Germany would surely get the worst of a tariff war, as Americans could buy everything they now get from Germany, except Rhine wine, from other countries, while Germans are more or less dependent upon the United States for articles of absolute necessity. Even the corn needed by the German farmers to fatten their cattle and hogs and feed their horses can only be got from America.—Michigan Farmer.

THE ERIE CANAL ENLARGEMENT.

The Inter Ocean says plainly what business men of this state have known all along: That if American trade is to be carried into Canadian waters to reach the seaboard, the whole state of New York must suffer the consequences, and through the Empire State the whole country would be directly affected.—Buffalo News.

The Canal Commission's report convinces me that it is not time to abandon the canal. They present convincing data showing that the barge canal will reduce the cost of transportation to a point below the figures representing the lowest cost of railroad transportation.—Abram S. Hewitt.

From five thousand boats to seven hundred within fifteen years. What will be the result of that progression in another decade and a half? The answer is so obvious that it hardly needs to be stated. Total

abandonment or radical improvement are the inevitable alternatives.—Syracuse Standard.

ONE THING THE BOER WAR WILL SETTLE.

One of the most important results of the war is likely to be an authoritative decision of the question of what articles are and what are not contraband of war. Great Britain may some day engage in warfare with a government which has a navy little inferior to her own. What would be the effect in such a case if foodstuffs were considered contraband of war?—Amherst (Mass.) Record.

KAFFIR KORN A KANSAS KROP.

Kaffir corn grows, flourishes and matures westward for two hundred miles beyond the corn and wheat, or rain, belt. If the rainfall proves excessive, it is not hurt, and no drouth can heat it so long as its root end is in the ground and its ear end in the sunshine. . . . We believe that Kansas will soon add another leaf to her royal crown for productiveness, and that it will be in the similitude of a blade of Kaffir.—Wichita Eagle.

The introduction of this new cereal into Kansas farming will add immensely to the productiveness of the state in general, and to the prosperity of cattle-raisers in particular. There seems to be no doubt that Kaffir corn will take kindly to the districts of Western Kansas which have suffered most in the past from crop failures due to protracted drouths.—Chicago Inter Ocean.

AMERICAN CORN GOES TO RUSSIA.

In most portions of Europe the people do not know what corn is. They have never seen it growing—have never seen an ear or a grain of it. There is no reason why it should not be in general use among them as a cheap and wholesome food. A little enterprise will fix that. Then the price of corn will materially increase, and no more of it will ever be burned for fuel even in Kansas.—Galveston News.

Russia aims to supply the European market, in part at least, and, in the hope of bringing this about, the government not long ago bought 262,500 bushels of seed corn in the United States, which was taken to Russia and distributed among the farmers, the American corn being considered better than the Russian maize. It remains to be seen whether Russia will become a competitor of the United States in supplying the European markets with corn.—Montreal Star.

AMERICAN CAPITAL AND ENTERPRISE IN CANADA.

The canals were ready to be opened for traffic, but nobody in Canada seemed particularly anxious to do business on them. The traffic on the St. Lawrence route had fallen away greatly and the trade of Montreal was steadily diminishing. Capital was needed to build up both. The government had done its part by deepening and broadening the canals, but private or corporate enterprise hung back. American enterprise saw its opportunity and American capital was obtained to take advantage of it. Some Canadians were induced to go into the scheme, both from patriotic and speculative reasons. Instead of being welcomed and applauded, these Americans and Canadians are now denounced as enemies of Canadian interests who have concocted a plan and put millions in it for the sole purpose of "throttling the Canadian route." This is a queer world, or there are some queer people in it.—Cleveland Plain Dealer.

CORNICE WORK MANUAL.

The American Artisan Press has added to its excellent list of practical manuals a new work entitled "The Cornice Work Manual; An Exposition of Cornice Work in All Its Branches," by Sidney P. Johnson. The book is intended for practical use by workmen and others in any way interested in the practical working of sheet metal, and all such will find it a complete compendium of the subject. It is profusely illustrated, firmly bound and, best of all, thoroughly indexed. It is the first book of the kind that has appeared in a number of years, and has brought the literature of this handicraft up to date, much to the benefit of all interested.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

TRACK SCALE.

For sale, 60-ton, 34-foot track scale, good as new; cheap.

A. K. KNAPP, Minooka, Ill.

GASOLINE ENGINE AND FEED MILLS.

For sale, one 17-horse power Hicks Gasoline Engine in good condition, \$250; also some feed mills for sale cheap.

JACKSON CORN & FEED MILL CO., Minneapolis, Minn.

ENGINES AND BOILERS.

For sale, a quick-stroke 40-horse power automatic engine. Also a lot of different sizes of boilers and engines for sale cheap. Address

PHILIP SMITH, Sidney, Ohio.

NEW ILLINOIS ELEVATOR.

For sale, a 16,000-bushel new elevator in McLean County. Owner sick and will sell at a bargain. Doing a large business. Good profits. No competition. PADUA GRAIN CO., Padua, Ill.

FOR SALE.

Three Barnard & Leas Oat Clippers, in good order. Capacity 400 to 500 bushels per hour.

One Iron Prince Smutter, good order. Capacity 500 bushels per hour.

CHAS. F. ORTHWEIN'S SONS, Kansas City, Mo.

FOR SALE.

Second-hand Eureka No. 3 Horizontal Brush Machine; capacity, 100 to 150 bushels per hour. S. Howes, manufacturer; good condition; with shoe. Price, \$125, or best offer until April 15, 1900.

BOX D, Cushing, Woodbury Co., Iowa.

NORTH DAKOTA MILL.

For sale, a modern, 100-barrel mill in good wheat country. Good custom and merchant trade. Mill has run steady since built three years ago. Also doing a good elevator business in connection. Railroad track to mill. Steam power; cheap fuel. Write for particulars and price.

NORTH DAKOTA, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Three Monitor Separators, capacity 800 to 1,000 bushels per hour; have been in use 2 years; in good repair.

Three Silver Creek Oat Clippers, capacity 400 bushels per hour; condition good.

Four Morgan Oat Clippers, capacity 400 bushels per hour; condition good.

We will sell these machines very reasonably.

ARMOUR & CO., Chicago, Ill.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.

A practical man familiar with the manufacture of grain handling machinery and transmission, capable of laying out work from drawings. Address

MACHINIST, Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

I SAY, LOOK HERE!

Do you want heavy, well made rope envelopes for mailing samples of grain, seeds, flour or feed? Read our prices below and send us your order:

No. 2, size 3x5 inches, 100, 80 cents, or 250 for \$1.90.

No. 4, size, 4x6 inches, 100, 95 cents, or 250 for \$2.10.

No. 6, size 5x7 inches, 100, \$1.10, or 250 for \$2.35.

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Printing, 100, 45 cents, or 250 for \$1 extra. Orders under \$2, cash with order; over that amount, 30 days' time. Samples for 4 cents in stamps.

C. L. BAILEY & CO., Box 1044, Chicago, Ill.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second-Hand.

ORDERS FILLED PROMPTLY.

W. J. Johnston, Factory and Office, 182 Jackson St., Chicago.

HAGERTY, HUNTER & CO.,

PEORIA, - ILL.,

CONTRACTORS FOR GRAIN Elevators and Malt Houses.

Plans and Estimates Furnished.

Also Keep a Full Line of Machinery in Stock, such as

Shafting, Belting, Pulleys, Hangers, Etc., Etc.

ROOFING AND SIDING.**The Garry Iron and Steel Roofing Co.,**

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing, Corrugated Iron, Siding and Metal Ceiling.

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The Glucose Sugar Refining Company,

FACTORIES: GENERAL OFFICES:

Chicago } Ill. Marshalltown } Ia. The Rookery,
Peoria } Davenport } CHICAGO, ILL.
Rockford }

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

**E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

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[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

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VAN TASSELL & BUNN,

RECEIVERS AND SHIPPERS,

44 AND 46 CHAMBER OF COMMERCE, PEORIA, ILL.

References, any bank of Peoria, or Commercial Agencies.

Consignments and Orders Solicited.

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HENRY HEMMELGARN.

Established 1861.

PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,**COMMISSION MERCHANTS,**

GRAIN, SEEDS AND PROVISIONS.

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade.

CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,**GRAIN MERCHANTS,**

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

But a few of us know how to handle grain and seeds; we are one of them

SOUTHWORTH & CO.,

TOLEDO, OHIO.

We want Corn and Oats,
any amount, any grade,
any time.

We have made a specialty of seed
this season. A hundred or more
shippers proclaim best values
from their consignments to us.

We are always in the market for wheat, either good or bad. Our market letter free to every regular grain dealer. We exclude all others.

ARMOUR & CO.,

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GRAIN BUYERS AND DEALERS.**The Paddock Hodge Co.,**

TOLEDO, - - OHIO.

Owners and Operators

LARGEST SYSTEM ELEVATORS IN OHIO.

Special attention given to consignments and futures.
Write, wire or phone us when you want to trade.

If you don't get them ask for our bids, your track.

**F. H. PEAVEY & CO.,**

Minneapolis,

GRAIN RECEIVERS.

Minn

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,

Rooms 7 and 9 Chamber of Commerce,

PEORIA, - ILL.

W. M. BELL, PREST. WM. D. SAWYER, VICE-PREST. & TREAS. JOHN H. BOEMER, SECY.

THE BELL COMMISSION CO.

INCORPORATED.

RECEIVERS AND SHIPPERS OF

GRAIN, SEEDS AND FEED,

58 Chamber of Commerce,

MILWAUKEE, WIS.

Represented in Chicago, Minneapolis, Duluth, Kansas City.

COMMISSION CARDS.**CHARLES D. SNOW & Co.,**

COMMISSION MERCHANTS,

MEMBERS
CHICAGO BOARD OF TRADE

230 RIALTO BUILDING,

CHICAGO.

Our Vest Pocket Market Manual furnished free on application.

GRAIN DEALERS

We Want Your Business.If you appreciate **Honest Work, Good Treatment and Prompt Returns**, consign your grain to us.**CALUMET GRAIN AND ELEVATOR CO.,**
CHICAGO.

Arthur Sawers in charge of receiving business.

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,
HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

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Brokerage and Commission

GRAIN AND MILL FEED.

464 Bourse, - - - Philadelphia.

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S. K. NEER.

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Greenville Grain Co.,

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WHEAT, CORN, OATS, HAY AND STRAW.

(CAR LOTS ONLY.)

Will buy on any railroad and can make shipment via any line. Milling wheat a specialty. Write or wire for prices. Will give prompt reply. References: Farmers' National Bank, Greenville Bank Co. Dun or Bradstreet. Correspondence solicited.

DANIEL P. BYRNE & CO.,

SUCCESSORS TO

REDMOND CLEARY CO. CO.

Established 1854.

Incorporated 1887.

GRAIN, HAY AND SEEDS,

CHAMBER OF COMMERCE, ST. LOUIS, MO.

E. W. BAILEY & CO.,**Commission Merchants,**GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade,

CHICAGO.

M. F. BARINGER

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

ESTABLISHED 1876.

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SPOT AND FUTURES.

CONSIGNMENTS AND FUTURES given special attention.

Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

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COMMISSION CARDS.

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L. EVERINGHAM & Co.,**Commission Merchants.**

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GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

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Grain, Provisions, Seeds, Hay,

Main Office: 226 La Salle St.,

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MILWAUKEE,
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Make all drafts on Main Office.

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L. Bartlett & Son,

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

BARLEY A SPECIALTY.Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers.

UNION GRAIN & HAY CO.,

RECEIVERS AND SHIPPERS,

Commission Merchants

AND TRACK BUYERS,

CINCINNATI, OHIO.

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CHICAGO,**Stocks, Bonds, Grain,**
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Chicago Stock Exchange,

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J. H. WARE.

E. F. LELAND.

Consign your GRAIN and SEEDS
and send your orders to**WARE & LELAND,**

200-210 Rialto Building,

CHICAGO.

WRITE FOR OUR
DAILY MARKET LETTER.Fifteen representatives constantly on the floor of
the Board of Trade, thus insuring prompt execution
of all orders, and close attention to all
business entrusted to us.**EDWARD G. HEEMAN,**In Charge of Receiving
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MERCHANTS,RECEIVERS
AND SHIPPERS.**Grain and Seeds.**

Room 77 Board of Trade Bldg.,

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C. A. FOSTER,**RECEIVER AND SHIPPER,**

FEED, GRAIN AND HAY.

Any Railroad.

PITTSBURG, PA.

P. O. Address, Carnegie, Pa.

Reference: Freehold Bank, Pittsburg, Pa.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

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OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: { Manufacturers National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.**E. L. ROGERS & CO.,**ESTABLISHED
1863.COMMISSION
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,

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Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
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J. F. ZAHM.

F. W. JAEGER.

F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,**GRAIN and SEEDS,**

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Handling consignments and filling orders for
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SEND FOR OUR RED LETTER.

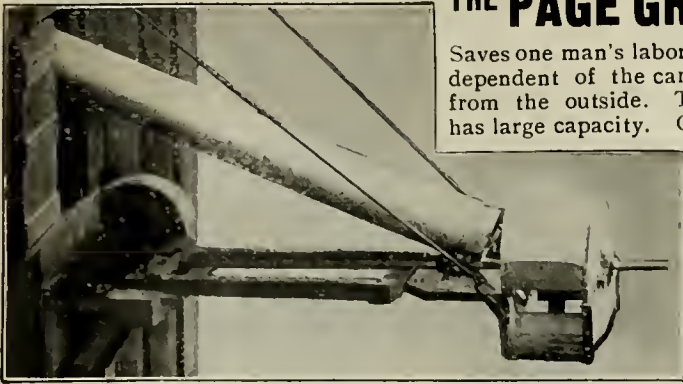
GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

**THE PAGE GRAIN LOADER**

Saves one man's labor in loading cars. Is independent of the car and controlled entirely from the outside. Takes little power and has large capacity. Gives satisfaction wherever used. We guarantee it and send it on 30 days' trial. Write for price and particulars.

WALTERS BROS.,
75 Board of Trade,
CHICAGO.

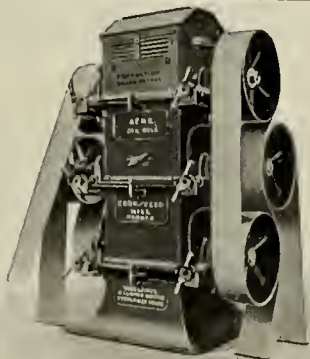


Acme 4 and 6 Roll Corn and Feed Mills

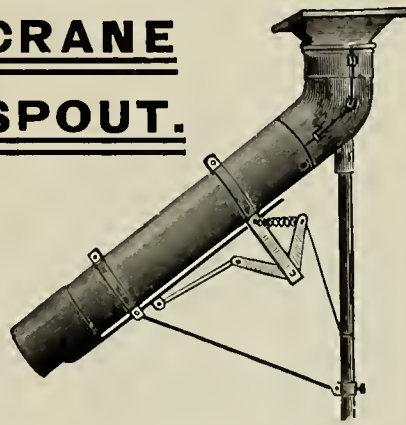
All sizes, fitted with our new Automatic Shake Feed, steel screen and tandem belt drive. Rolls can be removed from mill through panel doors on sides, or each section can be taken apart separately.

Rolls Reground and Recorrupted.

YPSILANTI MACHINE WORKS, Ypsilanti, Mich.



THE BIRCHARD CRANE SPOUT.



Patented Dec. 19, 1899.

Prevents mixing grain and is under absolute control of operator.

Made of heavy cast iron and No. 12 steel. The steel extension is made so as to be turned when worn and get the wear all around. Will wear longer than any three on the market.

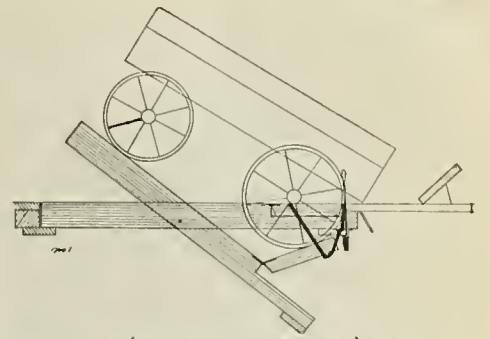
Can be made to suit nearly any location without change of spouting.

Write for circulars and prices.

DOWNIE-WRIGHT MFG. CO., YORK, NEB.

“ We find the American Elevator and Grain Trade very instructive and appreciate its worth.”

GOFFS GRAIN CO.,
Goffs, Kan.



(LOW-WHEEL WAGON.)

The Adjustable Elevator Dump

Gives both low and high wheel wagons about the same slant when dumped. It lets all wagons dump easy, doing away with all jolts and strains on the wagon. Gives satisfaction to dealers as well as their customers. Is easily attached and can be used on all sill dumps now in use, with no expense outside of cost of attachments, and the cost is within the reach of all who want the best dump. Write for price list, description and testimonials. Manufactured only by

SIMS BROS., PARIS, ILL.

KANSAS CITY DES MOINES



Chicago, Milwaukee & St. Paul Ry.

DIRECT LINE

FOR PASSENGERS AND FREIGHT
THROUGH ILLINOIS AND IOWA.

Ticket Office, 95 Adams Street.

BRAIN TOOLS

Save time and hard work and insure accurate results.

THE GRAINMAN'S ACTUARY

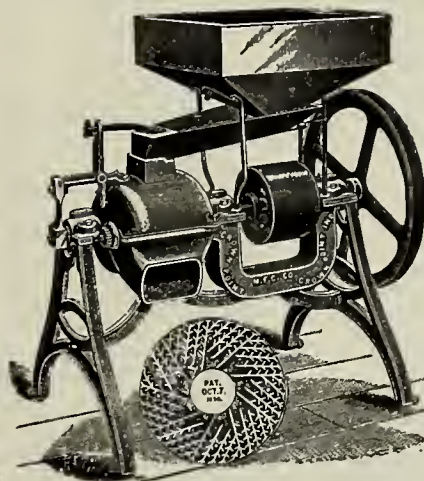
Shows at a glance the cost of bushels and fractional parts of bushels for any amount up to 50,000 bushels. Contains 214 well printed and well bound pages. Sent postpaid on receipt of price, \$1.00.

No miller or grain dealer can afford to be without it. Address

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THE CROWN POINT GRINDING MILL. The Best on Earth

For Fine Grinding and Easy Running.



They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition

Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

CROWN POINT MFG. CO., CROWN POINT, IND.

Grain Dealers'

AND

Shippers' Gazetteer

For 1899---1900.

This Gazetteer contains freight agents' official list of flouring mills, elevators, grain dealers, shippers and commission merchants, located on all the principal railroads in the United States and Canada.

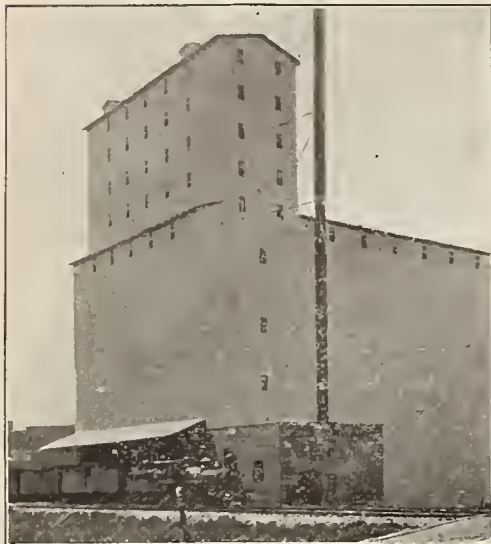
It also contains the grading and inspection rules of leading markets.

This is the handiest and most complete list of the kind published. If you do business in this line, you can scarcely afford to be without it.

The volume contains over 200 large pages, in a durable cloth binding. Sent postpaid on receipt of price, \$2.00.

MITCHELL BROTHERS CO.,

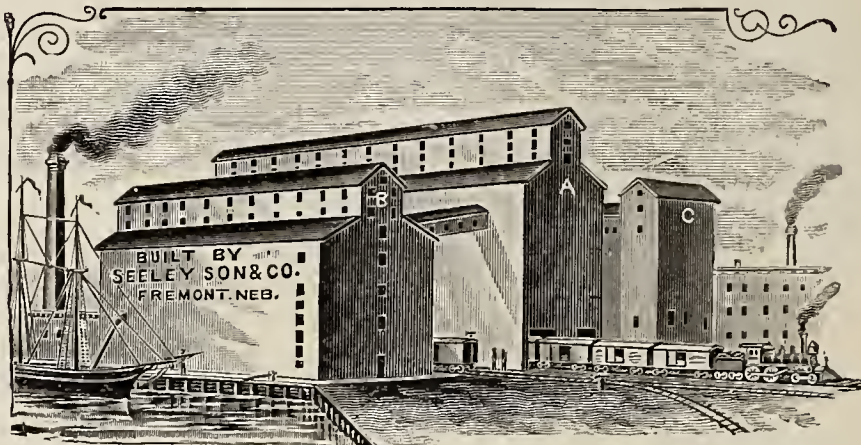
315 DEARBORN STREET, CHICAGO.

**Honstain Bros.,**313 THIRD STREET SOUTH,
MINNEAPOLIS, MINN.,Contractors and
Builders of**Grain
Elevators.**Estimates furnished on application for
Transfer, Mixing and Storage Elevators.
The following are a few among the many
houses built by us:

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| Nebraska City & Ill. Ele. Co., Chicago, | 2,000,000 |
| Bartlett Frazier Co., | 1,000,000 |
| H. Rogers Co., St. Louis, | 500,000 |
| F. H. Peavey & Co., Minneapolis, | 1,000,000 |
| S. S. Linton & Co., | 650,000 |
| S. S. Linton & Co., | 450,000 |
| Interstate Grain Co., | 500,000 |
| City Elevator Co., | 400,000 |
| Security Grain Co., | 400,000 |
| Royal Milling Co., Great Falls, Mont. | 100,000 |
| Jennison Bros., Janesville, Minn., | 100,000 |
| 400 Country Elevators from 10,000 to | 50,000 |

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Fremont, Neb.

**Architects and Builders**

OF ALL KINDS OF

GRAIN ELEVATORS.**MACDONALD ENGINEERING COMPANY,**

CONTRACTING ENGINEERS,

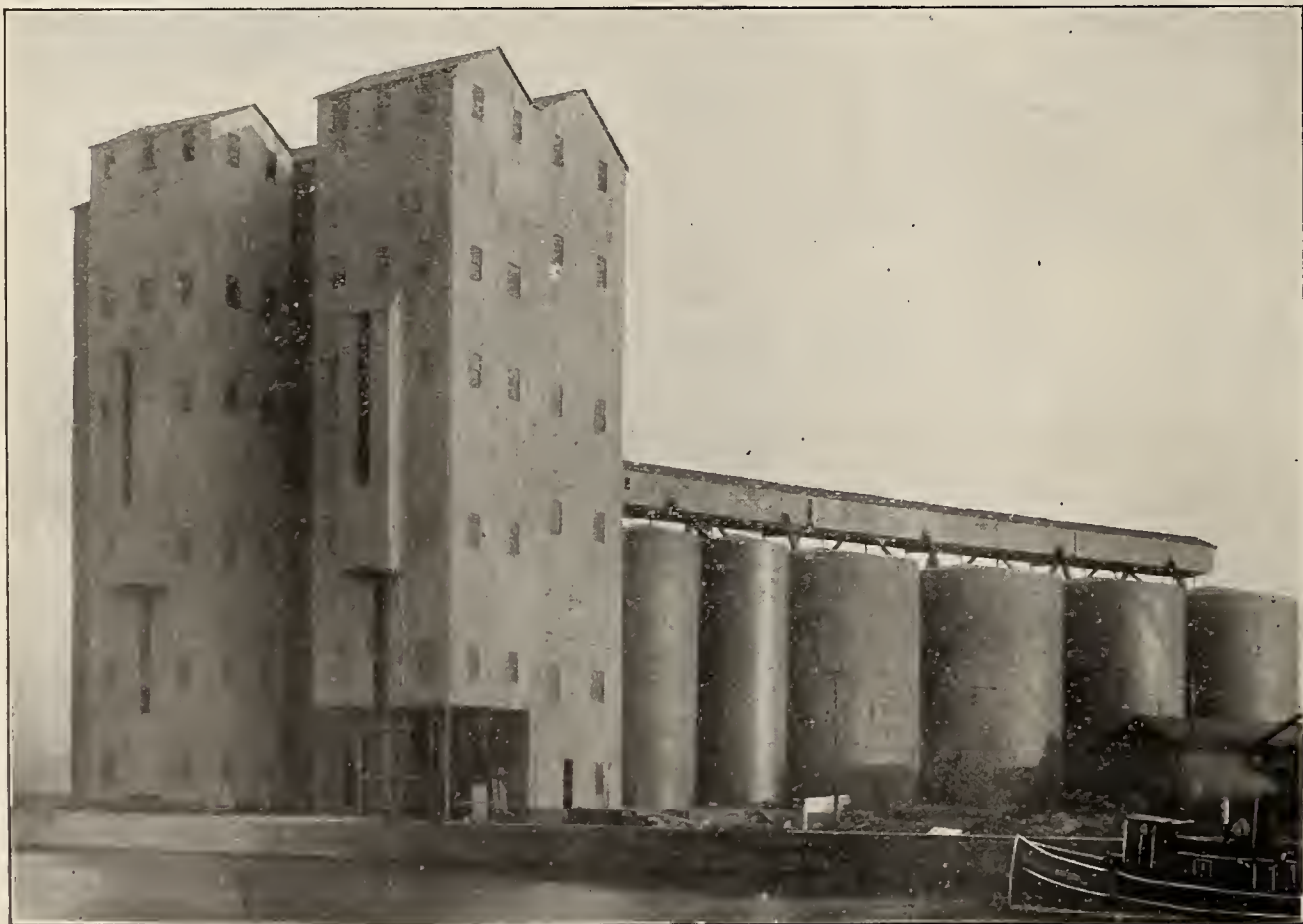
Designers and Builders of Wood and Steel

GRAIN ELEVATORS

of any Capacity.

1454, 1455 and 1456 Monadnock Block,

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STEEL STORAGE & ELEVATOR CONS. CO.

ELECTRIC STEEL ELEVATOR, BUFFALO, N. Y., 1,000,000 BUSHELS.

FIRST IN THE FIELD,
ALWAYS IN THE LEAD.

WE DESIGN AND BUILD COMPLETE

**FIREPROOF STEEL
ELEVATORS**

TO MEET ALL REQUIREMENTS.

INVESTIGATE OUR

**PNEUMATIC CONVEYING
SYSTEM.**

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BUFFALO, N. Y., U. S. A.**WM. GRAVER TANK WORKS**

MANUFACTURERS AND BUILDERS OF

Steel Storage Tanks

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STEEL ELEVATORS.We Build Storage for Any Commodity
of Any Capacity.

GENERAL OFFICES:

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MOULTON-STARRETT CO.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

GRAIN ELEVATOR CONSTRUCTION.

Architects and Builders of
Frame and Steel Grain Elevators.

THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.



A Few Elevators Built by Us. Bu. capacity.
Portland El. Co., Portland, Me. 1,000,000
Maple Leaf Elevator, Kansas City, Kan. 1,000,000
Burlington Elevator, St. Louis, Mo. 1,300,000
Interstate Elevator Co., Minneapolis. 1,000,000
Northern Grain Co., Manitowoc, Wis. 500,000
W. W. Cargill, Green Bay, Wis. 500,000
Vigo Elevator Terre Haute, Ill. 500,000
Belt Line Elevator Co., Superior, Wis. 2,500,000
Superior Terminal El. Co., Superior, Wis. 2,500,000
F. H. Peavey & Co., Minneapolis No. 1. 1,750,000
F. H. Peavey & Co., Minneapolis No. 2. 500,000
Atlantic Elevator Co., Minneapolis. 600,000
Empire Elevator Co., Minneapolis No. 1. 600,000
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THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness

WRITE US FOR ESTIMATES.

604 CORN EXCHANGE, MINNEAPOLIS, MINN.

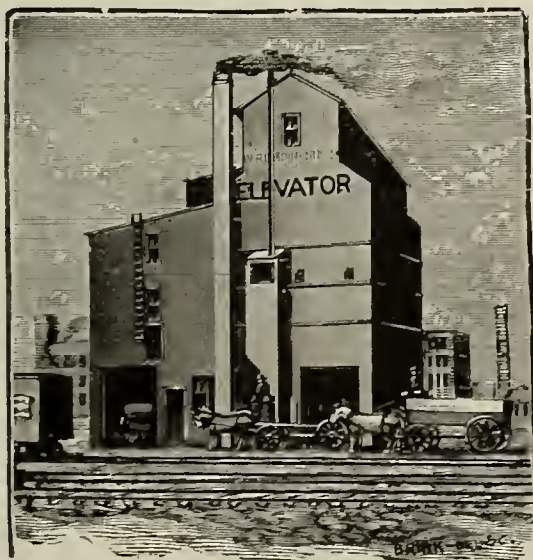
Western Engineering and Construction Co.,

Designers and Builders of

Grain Elevators.

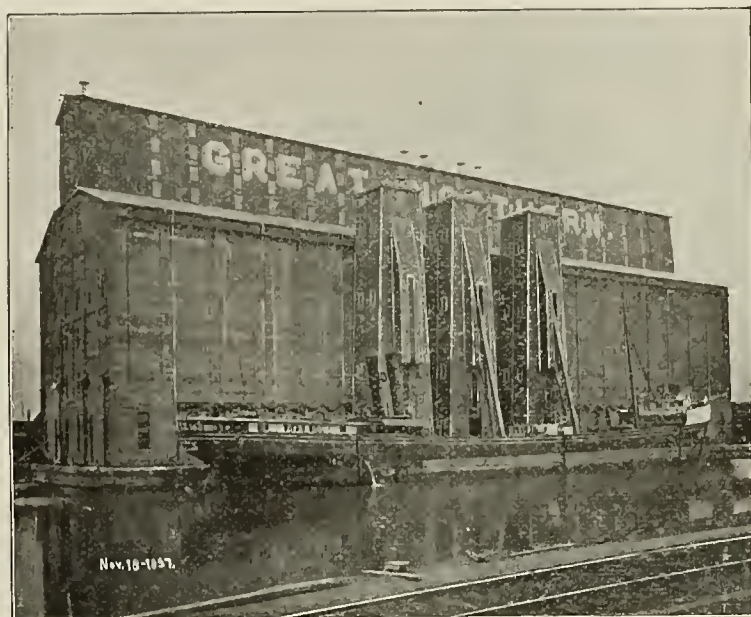
Contracts taken for all kinds of heavy work. Estimates furnished if desired.

525-527 UNITY BUILDING,
79 AND 81 DEARBORN ST.,
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D.A. ROBINSON

OFFICES. { 707 Great Northern Bldg., Chicago, Ill.
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DESIGNER AND BUILDER OF

Grain Elevators, Malt Houses

AND ALL KINDS OF HEAVY CONSTRUCTION.

Patent System of Independent
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Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper.

JOHN S. METCALF CO., ENGINEERS,

GRAIN ELEVATOR BUILDERS,

WE MAKE A SPECIALTY OF FURNISHING PLANS AND SPECIFICATIONS.

1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision:

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| Burlington Elevator, St. Louis, Mo. | 1,300,000 |
| Grand Trunk Elevator, Portland, Me. | 1,000,000 |
| Export Elevator, Buffalo, N. Y. | 1,000,000 |
| J. R. Booth Elevator, Parry Sound, Canada | 1,000,000 |
| Cleveland Elevator Company's Elevator, Cleveland, Ohio | 500,000 |
| Erie R. R. Transfer & Clipping House, Chicago, Ill. | 100 cars in 10 hours |
| Manchester Ship Canal Co.'s Elevator, Manchester, England | 1,500,000 |
| Burlington Elevator, Peoria, Ill. | 500,000 |
| Canada-Atlantic Railway Elevator, Coteau Landing, Que. | 500,000 |
| Northern Grain Co., Manitowoc, Wis. | 1,400,000 |
| Union Elevator, East St. Louis, Ill. | 1,100,000 |

E. LEE HEIDENREICH,

MEMBER { AM. INST. MIN. ENGINEERS.
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Contracting Engineer.

DESIGNER AND
CONTRACTOR FOR

GRAIN ELEVATORS

In Wood, Steel or Monier Construction.

ESTIMATES FURNISHED.
FIRE LOSSES ADJUSTED.

541 ROOKERY,
CHICAGO.

E. H. TROMANHAUSER,

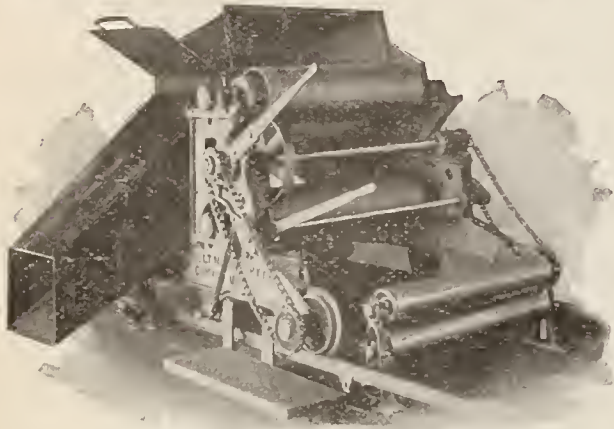
Architect, Contractor, and Builder of

GRAIN ELEVATORS,

Country, Transfer, Mixing, Marine, and
Terminal Storage Elevator Plants.

PLANS SUBMITTED AND ESTIMATES FURNISHED.

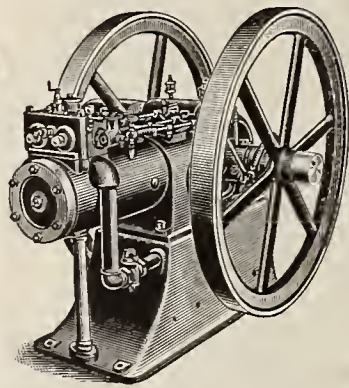
616 CORN EXCHANGE, MINNEAPOLIS, MINN

THE LINK-BELT MACHINERY CO.ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.**GRAIN ELEVATOR MACHINERY**

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.

The Dayton Gas and Gasoline Engine

LEADS ALL OTHERS IN

Simplicity,
Economy
and Durability.

SIZES FROM 4 to 50 HORSE POWER.

For Particulars Address

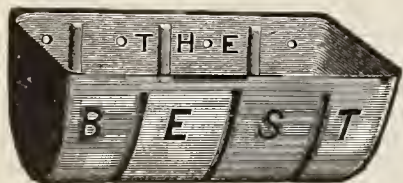
The Dayton Globe Iron Works Co.,

DAYTON, OHIO.

Conveying, Elevating and Power-Transmitting Machinery**H. W. CALDWELL & SON CO.**

GENERAL MACHINISTS,

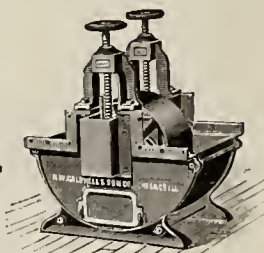
Western Avenue, 17th to 18th Streets, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR—Specialties for
Grain Elevators and Mills.THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
Continuous Strip of Metal.CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

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SPROCKET WHEELS.
COTTON BELTING.
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LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

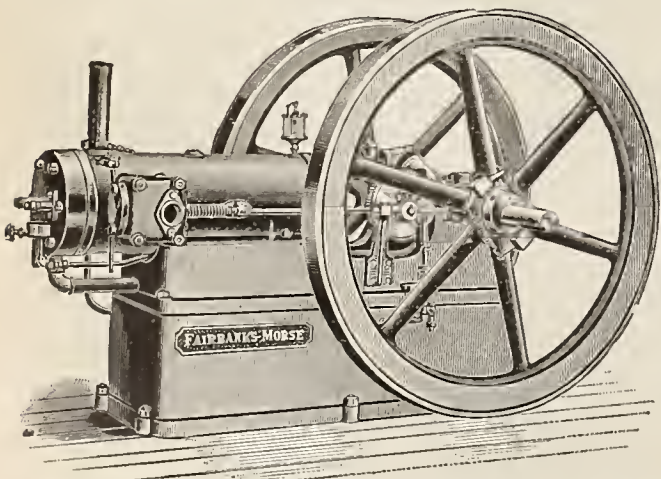
FRICTION CLUTCHES.
JAW CLUTCHES.
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FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
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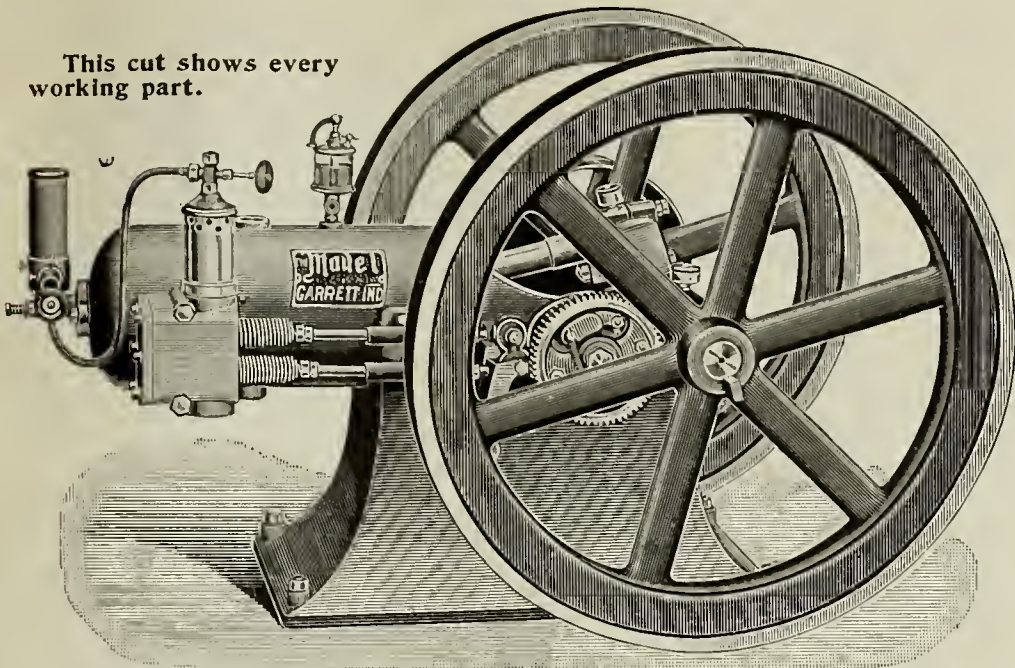
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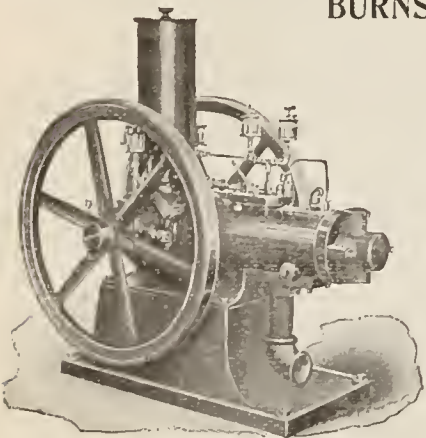
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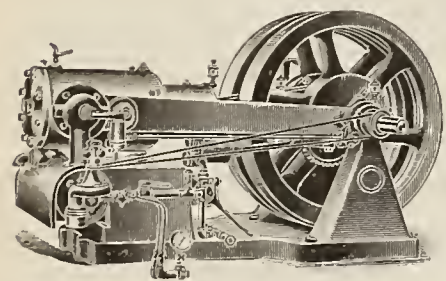
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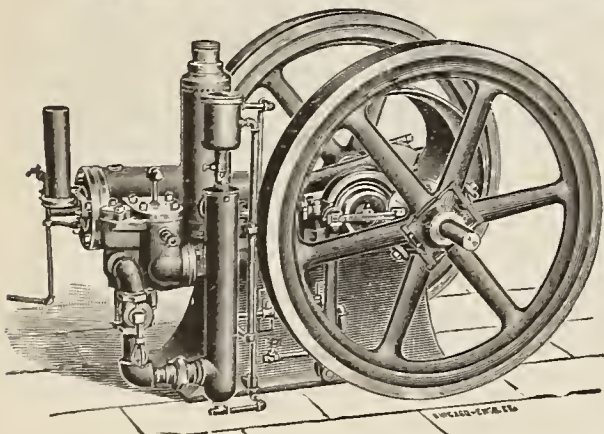
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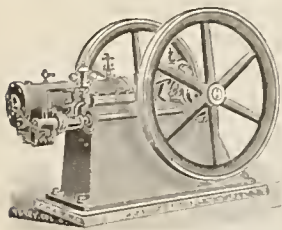
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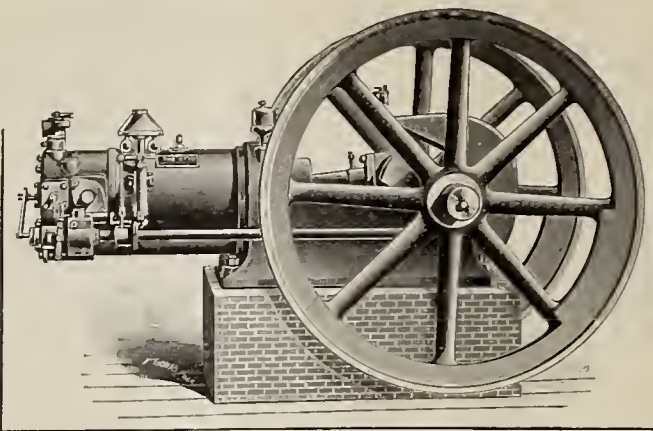
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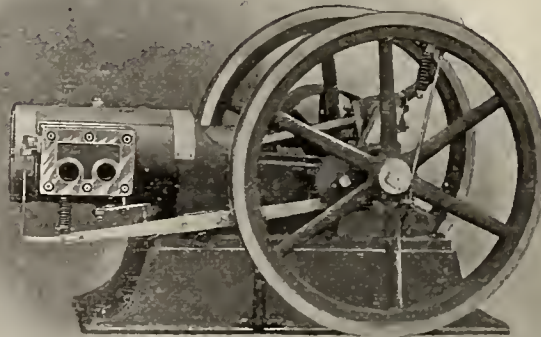
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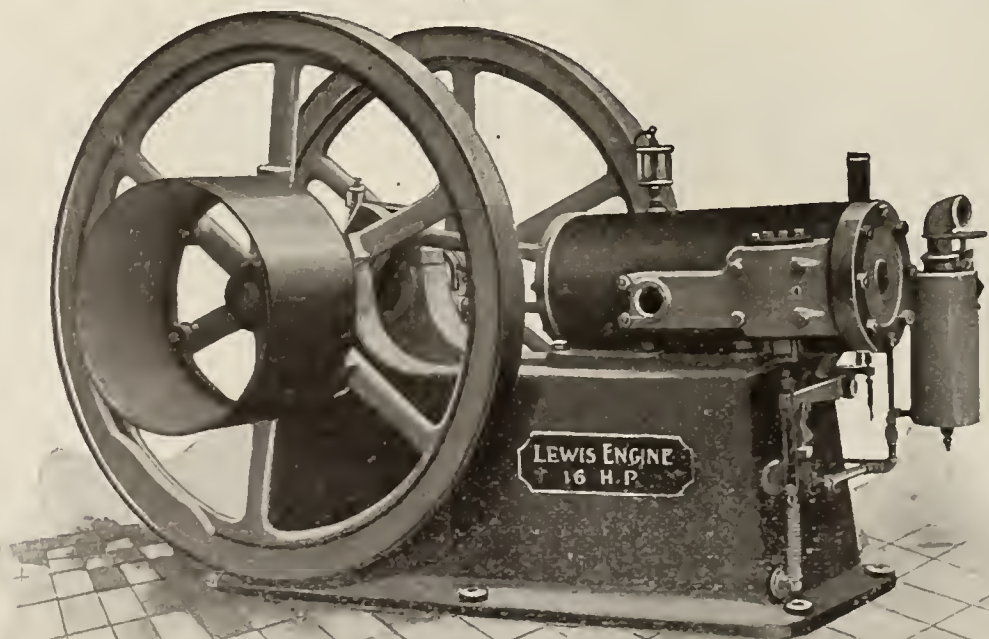
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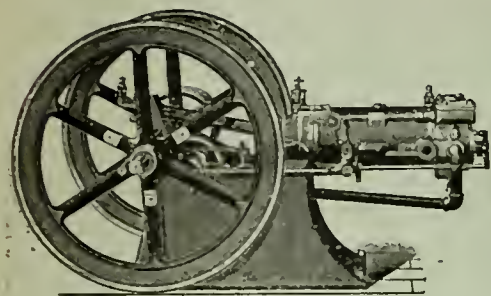
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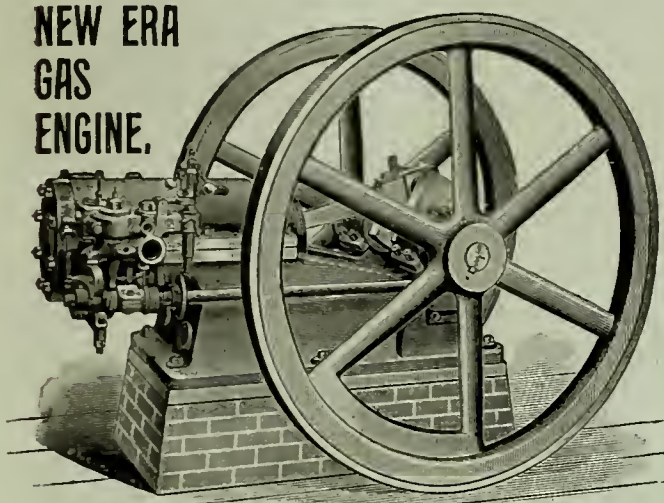
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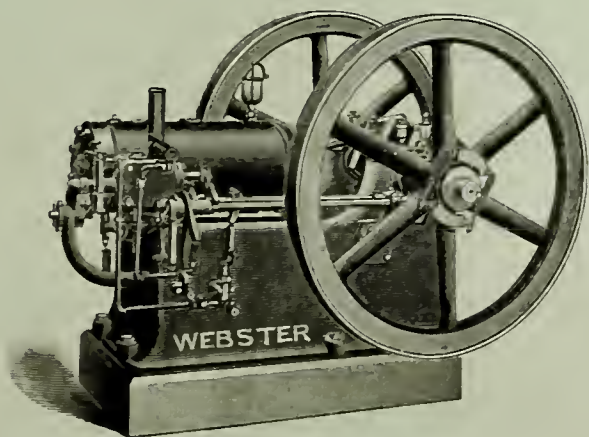
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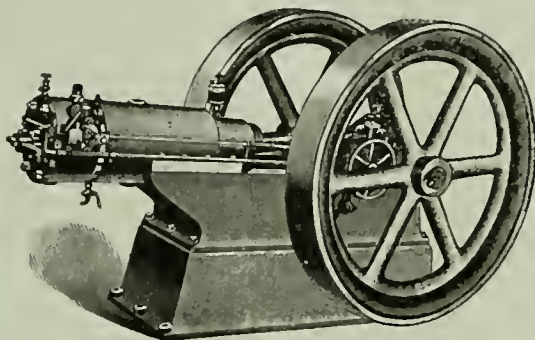
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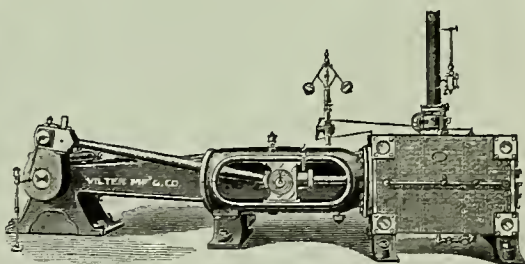
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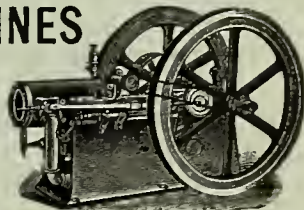
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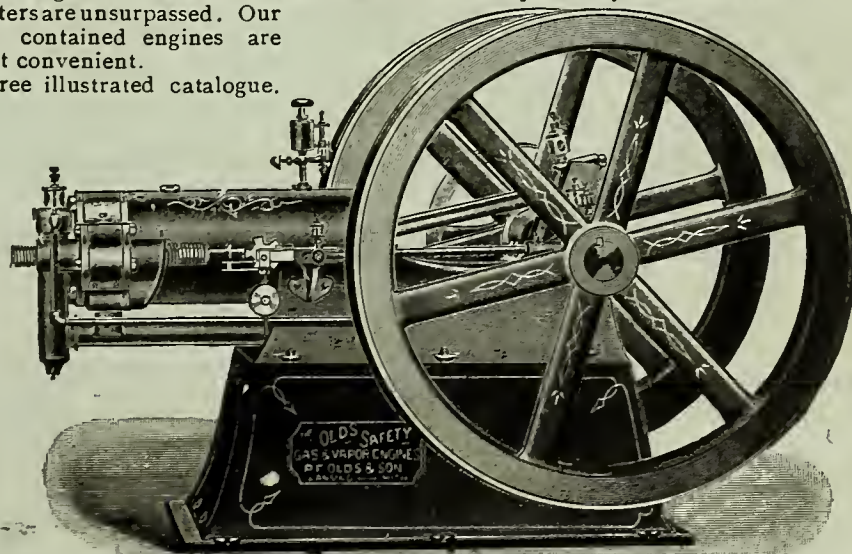
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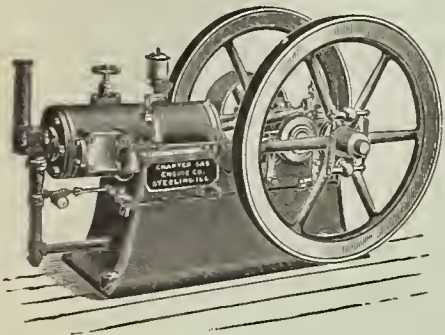
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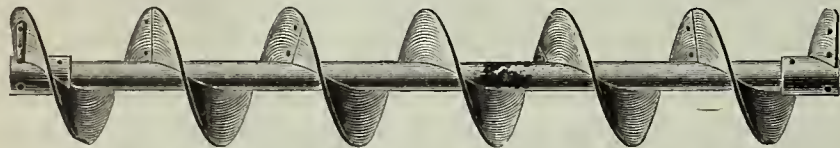


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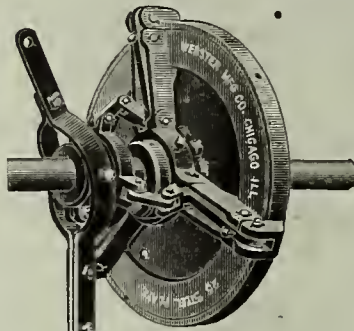
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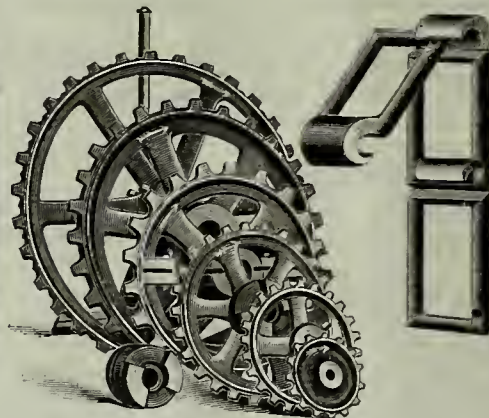
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